MICROFILM

START OF ROLL

ROLL NO.

40

9-4208 Sisters Rock Production Project
State Highways near Sisters 1941

#2550

RECEIVED
SEP 23 1942
FOR FILING

9-4208

September 21, 1942

E. C. Hall Company
1220 S. W. Harrison
Portland, Oregon

Attention: Frank J. Hanner

Gentlemen:

In reply to your inquiry of September 17, 1942, we advise that E. C. Hall Company's contract, No. 2550, was completed on April 3, 1942, and was accepted by the State Highway Commission on June 4, 1942.

Very truly yours,

[redacted] Secretary

R. H. Baldock
9-4208

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JUN 19 1942
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FINAL COST ANALYSIS

Sisters Rock Production
Contract 2550

Santiam, McKenzie & McKenzie-Bend Highways
E. C. Hall, Contractor
A. A. Fossen, Resident Engineer
Prefix 9-4208

Item	Cost	Quantity	Unit Cost	Unit Bid	Gross Revenue
3/4"-½" Cr. Gravel in Stockpile	$5,132.83	7,002.9 Cu. Yd.	$0.73	$1.20	$8,403.48
½"-¼" " " " "	4,678.07	6,380.1 " "	0.73	1.20	7,656.12
¼"-10 Mesh Cr. Gravel in Stockpile	2,353.46	3,206.9 " "	0.73	1.20	3,848.28
Hauling Crushed Gravel, Pile Measure	6,315.68	45,082.7 Yd. Mi.	0.14	0.08	3,606.62
Barbed Wire Stock Fence	522.95	431.09 Rods	1.21	1.00	431.09
Gates in Stock Fence	108.49	5 Each	21.70	25.00	125.00
Force Account	374.20				379.83
	$19,485.68				$24,450.42

Gross Revenue	$24,450.42
Total Cost	19,485.68
Net Profit	$4,964.74

Net Profit Equals 20.3% of Gross Revenue

NOTED
State Highway Engineer

Sisters Rock Production

Detail of Cost

Labor:

Supervision	$2,025.08	
Labor	5,383.51	
State Industrial Accident Insurance	222.26	
Unemployment Insurance & Social Security	296.34	
		$7,927.19

Materials:

Fence Posts	$103.05	
Fencing Materials	97.02	
Gates for Stock Fence	66.00	
		266.07

Equipment Rental, Supplies & Misc.:

Equipment Rental (Incl. Repairs)	$5,900.00	
Rented Equipment	581.38	
Gas, Oil & Grease	2,423.11	
Lumber	96.28	
Freight	599.76	
Cable	77.45	
Small Tools & Miscellaneous	452.18	
P.L. & P.D. Insurance	184.00	
Bond	244.75	
Home Office & General Overhead	733.51	
		11,299.42

Total Cost $19,485.68

Sisters Rock Production

Breakdown of Crushing Costs

	Cost	Quantity	Unit Cost
Strip Pit	$1,155.03	16,589.9 Cu. Yd.	$0.07
Load to Crusher	2,287.74	" " "	0.14
Haul to Crusher	1,508.54	" " "	0.09
Crush	6,892.03	" " "	0.41
Stockpile	321.06	" " "	0.02
	$12,164.40		$0.73
Haul to Stockpile	$6,315.68	45,082.7 Yd. Mi.	$0.14

Sizes and Quantities of Rock Produced

3/4"-½" Cr. Gravel in Stockpile	7,002.9 Cu. Yd.
½" - ¼" " " " "	6,380.1 " "
¼" - 10 Mesh " " "	3,206.9 " "
	16,589.9 Cu. Yd.

Total Crushing Time	238 ~~283~~ Hours
Amount of Mat'l Crushed	16,589.9 Cu. Yd.
Av. Am't Crushed per Hour	69.7 Cu. Yd.

Sisters Rock Production

Remarks:

This job was a "State Project" which the contractor bid December 18th, 1941, moved in on February 7th, and finished March 20th, 1942. The work consisted of the crushing and stockpiling of 16,874 cu. yd. of crushed gravel and the construction of 430 rods of barbed wire fence.

Equipment brought in for the work consisted of one 3/4 cu. yd. gas shovel, six 8 cu. yd. trucks, two 5 cu. yd. trucks, one RD-7 cat and dozer, one stockpile loader, one electric power plant, one electric welder, two pickups, one flatbed truck and the contractor's semi-portable crushing plant.

Crushing operations were carried out in a very satisfactory manner with all material being crushed during 17 working days. Two 7-hour shifts were worked per day. Hauling costs were higher than usual and could have been lowered somewhat if fewer trucks had been used. The contractor anticipated even greater production than he obtained and brought in trucks accordingly, and while he used all of them they were not working at peak efficiency. Fence costs were high due to the rocky condition of the sites which necessitated some drilling and shooting for post holes.

This job was bid at a fair price, supervision and labor were excellent, equipment was in good condition and adequate for the job, and a good profit was made.

E. H. Clymer
Cost Analyst

By . . C. E. Paulsen

RECEIVED
MAY 21 1942
FOR FILING

9-4208

May 20, 1942

United Pacific Insurance Company
R. W. Reppert
Board of Trade Bldg.
Portland, Oregon

Gentlemen:

You are hereby notified that state highway contract No. 2550, for work on the Sisters Rock Production Project, on the Santiam, McKenzie and McKenzie-Bend Highways, in Deschutes County, has been completed by the contractor, E. C. Hall Company, and that final settlement will be made on or after June 1, 1942.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues, or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

This notice is served upon you since you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the contractor in connection with this contract will be $24,450.42, including final payment, of which $379.83 is for force account work. This contract was completed on April 3, 1942, and will be presented to the Commission for acceptance on June 4, 1942.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

RS

NOTED
D. G. DeSart

Form E-1—SM—4-41

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending April 4 1942, 19

Section Sisters Rock Production — Kind of work Rock Production

Highway Santiam, McKenzie and McKenzie-Bend — Section prefix 9-4208

Contractor E.C.Hall Company — Contract number 2550

Date of contract December 18, 1941 — Date of completion July 31 1942, 19

Date work started February 10, 1942 — Estimated date of completion Completed April 3 1942, 19

Amount of contract . . . . . $ 24475. — Per cent of time elapsed 107/225 47.3 %

Estimated cost of completed project, exclusive of engineering . . . . . Semi-final . . $ 24450.42

Per cent of contract completed, based on total contract price . . . . . %

Engineering cost to date, $ 1150., 4.7 % — Date project was completed April 3 1942, 19

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Fencing and site cleanup completed on Friday April 3.

Semi-final estimate turned in to the Bend Division Office on that date.

Some of the contractors equipment will temporarily be left at the setup MP 93.29

One workman is in charge of this. All other sites are 100% finished.

NOTED
RAY WERNER

RECEIVED
APR 6 - 1942
OFFICE OF
DIVISION ENGINEER

NOTED
E. M. BOOTH

RECEIVED
APR 6 1942
SALEM

Signed A A Fossen

Address 1290- Wall St Bend.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project			26.17		
Miles partially completed					
Miles completed			26.17		
Total estimated quantities		semi-final	[illegible]		
Estimated quantities moved or placed to date					
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day			1		
Hours per shift			8		
Average force on project for week			4		

Percentages of men employed on contract to be secured from:

..... County, ...%; ..... County, ...%; ..... County, ...%; ..... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ....., Power graders ....., Rollers ....., Mixers ....., Crushing or screening plants .....

Compressors ....., Bulldozers ....., Sheet-foot rollers ....., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	fair		
Monday	[illegible]		
Tuesday			
Wednesday	[illegible]		
Thursday			
Friday	[illegible]		
Saturday	[illegible]		

STATE PRINTING DEPT.

RECEIVED
APR 9 1942
FOR FILING

9-4208

April 8, 1942

United Pacific Insurance Co.
R. W. Reppert
Board of Trade Building
Portland, Oregon

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to E. G. Hall Company, on contract No. 2550, covering the Sisters Rock Production Project on the Santiam, McKenzie and McKenzie-Bend Highways, in Deschutes County. This payment, in the amount of $12,032.47, will be made on or after April 18, 1942. The retained percentage is $750.00.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues, or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

Kindly acknowledge receipt of this letter.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

RS

NOTED
D DeSart

RECEIVED
JAN 12 1942
FOR FILING

9-4208

January 10, 1942

E. C. Hall Company
1160 Grant Street
Eugene, Oregon

Gentlemen:

We are sending you today by express a fully executed copy of contract No. 2550, which was awarded to you on December 18, 1941, by the State Highway Commission, covering the Sisters Rock Production Project, on the Santiam, McKenzie and McKenzie-Bend Highways, in Deschutes County. We are also sending an executed copy to the surety on your bond. This copy is for your records and files.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

RS

NOTED
D. DeSart

RECEIVED
JAN 12 1942
FOR FILING

9-4208

January 10, 1942

United Pacific Insurance Company
R. W. Reppert
Board of Trade Building
Portland, Oregon

Gentlemen:

We are sending you today by express a fully executed copy of contract No. 2590 which was awarded to E. C. Hall Company by the State Highway Commission on December 18, 1941, covering the Sisters Rock Production Project, on the Sandisan, McKenzie and McKenzie-Bend Highways, in Deschutes County.

Inasmuch as you are surety for the contractor on this job, we are sending you this copy of the contract for your records and files.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

RS

NOTED
D DeSart

RECEIVED
DEC 24 1941
FOR FILING

9-4208

December 19, 1941

E. C. Hall Company
1160 Grant Street
Eugene, Oregon

Gentlemen:

We are sending you today by express four copies of Contract No. 2550 which was awarded to you by the State Highway Commission on December 15, 1941, covering the Sisters Rock Production Project on the Santiam, McKenzie and McKenzie-Bend Highways, in Deschutes County.

Kindly execute all four copies of this contract as to agreement and bond and return them to this office for approval by the State Highway Commission. When this has been done a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the paragraph under Section 6 (page 15) of the printed General Provisions, relating to the Workmen's Compensation Act. You are expected to accept the terms of this act and to carry on your work under this contract in strict conformance thereto.

Your attention is also called to the paragraph on the same page, relating to payment by the contractor of amounts due hospital associations, et cetera.

Very truly yours,

STATE HIGHWAY COMMISSION

By

KR Secretary

NOTED
D. G. DeSart

RECEIVED
DEC 19 1941
FOR FILING

9-4208

December 19, 1941

E. C. Hall Company
1160 Court Street
Salem, Oregon

Gentlemen:

The State Highway Commission on December 18, 1941, awarded to you the contract for the Sisters Rock Production Project on state highways near Sisters, in Deschutes County. This award was based on your low bid of $24,475.00, submitted on that date.

Contract forms will be sent to you for execution within a few days.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

cc - H. H. Probert
C. H. Thomas

14-4204 Portland Creek-Hood River Rock Prod.,
Mt. Hood Highway 1941

#2551

RECEIVED
OCT 27 19[illegible]
F[illegible]

16-4204

October 27, 1942

General Casualty Company of America
Mansfield & Company
302 Lewis Building
Portland, Oregon

Gentlemen:

You are hereby notified that State Highway contract No. 2551 for work on the Polallie Creek-Hood River Section of the Mt. Hood Highway, in Hood River County, has been completed by the contractor, Mr. C. J. Eldon, Box 5686 Kenton Station, Portland, Oregon, and that final settlement will be made on or after November 6, 1942.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues, or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

This notice is served upon you since you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

For your information we advise you that the total amount paid the contractor in connection with this contract will be $28,525.24, including final payment of which $1,628.15 is for force account work. This contract was completed on August 12, 1942 and has not as yet been formally accepted by the State Highway Commission.

Yours very truly
STATE HIGHWAY COMMISSION

By:
Secretary

bs

NOTED
A. L. MONSON

RECEIVED
OCT 23 1942
FOR FILING

14-4204

October 22, 1942

Shell Oil Company
1220 S. W. Morrison St.
Portland, Oregon

Attention: Frank J. Warner, Division Credit Mgr.

Gentlemen:

In reply to your inquiry of October 21, 1942, I wish to advise that C. J. Kldon's contract, No. 2551, which was completed on August 12, 1942, has not as yet been accepted by the State Highway Commission.

Very truly yours,

Secretary

RECEIVED
FOR FILING

14-4204

October 3, 1942

General Casualty Co. of America
Mansfield & Company, Agents
302 Lewis Building
Portland, Oregon

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to C. J. Kiken, on contract No. 2551, covering the Polallie Creek-Hood River Rock Production Project, on the Mt. Hood Highway, in Hood River County. This payment, in the amount of $2,683.02, will be made on or after October 13, 1942. The retained percentage is $856.50.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues, or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

Kindly acknowledge receipt of this letter.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

MS Secretary

NOTED
A. L. MONSON

RECEIVED
SEP 24 1942
FOR FILING
14-4204

September 23, 1942

Mr. O. J. Eldon
Box 5686, Kenton Station
Portland, Oregon

Dear Sir:

The State Highway Commission, at its meeting on August 27, 1942, granted you the extension of time requested from July 31, 1942, to August 31, 1942, without penalty, in connection with contract No. 2551 for the furnishing of surfacing materials in stock piles for the Pelallie Creek-Hood River Rock Production Project on the Mt. Hood Highway, in Hood River County.

Very truly yours,

Secretary

HEC:hsw
cc: Mr. W. E. Chandler

RECEIVED
SEP 21 1942
FOR FILING

14-4204

September 21, 1942

Shell Oil Company
1220 S. W. Morrison
Portland, Oregon

Attention: Frank J. Warner

Gentlemen:

In reply to your inquiry of September 17, 1942, we advise that G. J. Hidon's contract, No. 2551, was completed on August 12, 1942, but has not as yet been accepted by the State Highway Commission. The contractor has been paid the sum of $15,183.00.

Very truly yours,

AH

Secretary

Form E-1—6M—4-42

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending Sept 12, 19 42

Section Polallie Creek-Hood River — *Kind of work* Rock Production

Highway Mt Hood Loop — *Section prefix* 14 - 4204

Contractor C. J. Eldon — *Contract number* 2551

Date of contract Dec 19, 19 41 — *Date of completion* July 31, 19 42

Date work started , 19 — *Estimated date of completion* August 12, 19 42

Amount of contract . . . . . $ 26,400.00 — *Per cent of time elapsed* 100 %

Estimated cost of completed project, exclusive of engineering . . . . . $ 26,400.00

Per cent of contract completed, based on total contract price . . . . . 100 %

Engineering cost to date, $ 1670.52, % — *Date project was completed* August 12, 19 42

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

This Project is completed except for cleaning up Quarry site.
Semi-Final Estimate and all data shipped to Division Office on Saturday
Sept 12th. This will be the final estimate on this Section.

RECEIVED
SEP 14 1942
OFFICE OF
STATE ENGINEER

NOTED
E. M. DOSSE

Signed R. E. Peck

Address Hermiston

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities					
Estimated quantities moved or placed to date					
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

..... County, ...%; ..... County, ...%; ..... County, ...%; ..... County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ....., Power graders ....., Rollers ....., Mixers ....., Crushing or screening plants.....

Compressors ....., Bulldozers ....., Sheep-foot rollers ....., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

STATE PRINTING DEPT.

RECEIVED
JAN 12 1942
FOR FILING

14-4204

January 10, 1942

C. J. Elden
P. O. Box 5686
Portland, Oregon

Dear Sir:

We are sending you today by express a fully executed copy of contract No. 2551 which was awarded to you on December 18, 1941, by the State Highway Commission, covering the Polallie Creek-Hood River Section of the Mt. Hood Highway, in Hood River County. This copy is for your records and files.

We are also sending an executed copy to the surety on your bond.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

RS

NOTED
Cart

RECEIVED
DEC 20 1941
FOR FILING

14-4204

December 19, 1941

C. J. Kidon
Box 5686 Kenton Station
Portland, Oregon

Dear Sir:

We are sending you today by express, to your home address of 2525 N. E. 15th St., Portland, four copies of Contract No. 2551, which was awarded to you by the State Highway Commission on December 18, 1941, covering the Polallie Creek-Hood River Section on the Mt. Hood Highway, in Hood River County.

Kindly execute all four copies of this contract as to agreement and bond and return them to this office for approval by the State Highway Commission. When this has been done a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the paragraph under Section 6 (page 15) of the printed General Provisions, relating to the Workmen's Compensation Act. You are expected to accept the terms of this act and to carry on your work under this contract in strict conformance thereto.

Your attention is also called to the paragraph on the same page, relating to payment by the contractor of amounts due hospital associations, et cetera.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary

EH

NOTED
D. G. DeSart

RECEIVED
DEC 19 1941
FOR FILING

14-4204

December 19, 1941

Mr. C. J. Kidon
Box 5686, Kenton Station
Portland, Oregon

Dear Sir:

The State Highway Commission, on December 18, 1941, awarded you the contract for the Palallie Creek-Hood River Rock Production Project on the Mt. Hood Highway, in Hood River County. This award was based on your low bid of $26,400.00, submitted on that date.

Contract forms will be sent to you for execution within a few days.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

MS

cc - S. H. Probert
C. S. Paxson

L34-1039 Campbell Bridge-Hazeldale Sec.,
Farmington Secondary Hwy. 1941

#2552

RECEIVED
JUN 12 1942
FOR FILING

134-1039

June 9, 1942

A. E. Sexton & Son
Olney, Oregon

Gentlemen:

We are sending herewith, for your files, an executed copy of the agreement, dated June 4, 1942, cancelling the contract for grading, surfacing and oiling work on the Campbell Ridge-Hassalsdale Section (Contract No. 2552).

We appreciate very much your assistance in bringing this matter to an early conclusion.

Very truly yours,

R. E. Baldock
Chief Engineer

Encl.

June 8, 1942

Mansfield & Co.
Lewis Bldg.
Portland, Oregon

Attention Mr. H. Hoff

Gentlemen:

We refer to your letter of June 1, concerning the A. E. Sexton & Son contract for work on the Campbell Bridge-Hazeldale Section of the Farmington Secondary Highway in Washington County (Contract No. 2572).

As evidence of the termination of the contract referred to, we are sending herewith a signed copy of the cancellation agreement executed by A. E. Sexton & Son and the Highway Commission. This copy may be retained in your files.

Very truly yours,

R. H. Baldock
Chief Engineer

Encl.

cc A. E. Sexton & Son
Olney, Oregon

ASSOCIATE MEMBER PORTLAND & SEATTLE CHAPTERS

MANSFIELD & CO.

SURETY BONDS — GENERAL INSURANCE
LEWIS BUILDING
PORTLAND, OREGON

CHAS. A. MANSFIELD
OFFICE PHONE ATWATER 0101
RES. PHONE BEACON 2809
L. W. NEFF
RES. PHONE GARFIELD 6870

June 1, 1942

H. B. Glaisyer, Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Mr.Glaisyer: Re: Bond 385475 - A. H.Saxton & Son
Contract for grading, surfacing and oiling on Campbell Bridge - Hazeldale Section of the Farmington Secondary Highway, WASHINGTON COUNTY - Contract #2552

It is our understanding that a recent order of the Government has made it impossible to start work on the above project. If this is the case, the bond which we executed for A. H.Saxton & Son in the Maryland Casualty Company will not be needed and we will therefore appreciate your returning to us the original bonds or else furnishing us with satisfactory evidence of termination so that the bond can be cancelled on the company's records.

We will appreciate your attention to this matter.

Yours very truly

MANSFIELD & CO.

M

REFERRED TO
BY SECRETARY

RECEIVED
JUN 2 - 1942
STATE HIGHWAY COMMISSION

May 22, 1942

A. E. Sexton & Son
Highway Contractor
Corvallis, Oregon

Gentlemen:

We refer now to your contract with the State Highway Commission for grading and oiling work on the Campbell Bridge-Hazeldale Section (Contract 2552), and to Conservation Order No. L-41, issued by the War Production Board on April 9, 1942, which has prevented your proceeding with the work which that contract called for.

As the stoppage order here referred to created a situation with respect to this contract, and to other contracts which were affected similarly, which was unsatisfactory to both the Commission and the contractors, the Commission, on April 30, ordered that arrangements for a cancellation of the contracts involved, on a mutually agreeable basis, be worked out with the contractors.

Before arrangements for the cancellation of the contracts had proceeded far, a second order was issued by the War Production Board (Order L-41-600), under which it would be possible to undertake the projects, provided they could be performed without the use of steel and other critical materials. Under this order, it is believed that some of the Oregon contracts stopped by the first order could be released and permitted to proceed.

On May 19, the Highway Commission gave consideration to the situation created by this second order of the War Production Board and indicated a willingness to have the projects proceed. Your attention is called to the fact that the Federal restrictions on priorities for repair parts to equipment are quite severe and there is little likelihood that this project could qualify as being essential to the war effort, thereby gaining a high priority. The completion of the project might prove to be, under such circumstances, impossible. Furthermore, there is the possibility of the cancellation of the work by the War Production Board at any time, should the War Production Board desire to utilize the labor, materials, and construction equipment elsewhere on a project deemed by it to be essential to the war effort. Moreover, in view of the fact that, by the Commission's action on April 30, the contractors had been led to expect that the contracts would

be cancelled and had, in some cases, made arrangements for the use of their equipment on other projects, the Commission considered itself bound by its action of April 30, except in cases, if any, where the contractor might desire to go ahead with the work. The Commission decided, therefore, that it would permit each contractor to make the determination as to whether or not the work under his contract would proceed.

In accordance with the foregoing, we request that you advise us at once your decision as to whether you wish to have your contract cancelled or wish to proceed with the work in accordance with the terms of the contract.

To expedite action in case you should elect to have the contract cancelled, we are submitting four copies of a cancellation agreement. If it is acceptable to you, please sign in the presence of a witness and return all four copies to us for further handling. Please, also, return for cancellation, your copy of the contract and the copy which is in the hands of your surety.

For your information, we are enclosing copies of the War Production Board's Orders Nos. L-41 and L-41-600.

Very truly yours,

R. H. Baldock
Chief Engineer

Encl.

A G R E E M E N T

THIS AGREEMENT made and entered into this ____4th____ day of _____June_____, 1942, by and between the STATE OF OREGON, by and through its State Highway Commission, hereinafter called the "State", party of the first part, and A. H. SAXTON & SON, a partnership, consisting of A. H. Saxton and John R. Saxton, hereinafter called the "Contractor", party of the second part;

W I T N E S S E T H :

RECITALS:

1. The parties to this agreement heretofore, to wit: on the eighteenth day of December, 1941, entered into a written contract by which, for the consideration and upon the terms therein stated, the party of the second part agreed and contracted to perform the following highway work: Constructing of 4.56 miles of highway on the Campbell Bridge-Hazeldale Section of the Farmington Secondary Highway in Washington County, State of Oregon, which said contract is identified in the records and files of the Highway Commission as State Highway Contract No. 2552.

2. Because of the national emergency, the Division of Industry Operations, War Production Board, on April 9, 1942, issued and made Order No. L-41, by which order the parties to said State Highway Contract No. 2552 are in effect estopped from carrying out the provisions of said contract and are precluded from doing anything toward the accomplishment of said contract.

3. Subsequent to the action of the War Production Board as disclosed in its said Order No. L-41, dated April 9, 1942, there was made and issued by the War Production Board an order designated as Serial No. L-41-600, dated May 8, 1942, which among other things contained these provisions:

"(B) Pursuant to paragraph (b) (7) (ii) of Conservation Order No. L-41, you are hereby authorized to Begin Construction on Road Projects under your jurisdiction, provided, however, that you:

"(1) Prepare and file by the 10th day of each month, with the District Engineer of the U. S. Public Roads Administration through the State Highway Department of the State in which the Road Department is located, a report showing 'Estimate of Materials' required in order to complete all projects to which this Authority, No. L-41-600, applies and for which work orders were issued during the preceding calendar month. (Use Public Roads Administration Form PR-46).

"(2) Shall not under this Authority No. L-41-600 Begin Construction on a Road Project which requires the incorporation of any steel reinforcing bars, steel culverts or structural steel, unless such steel is owned, or has been ordered, on or before the date of this Authority, by the Road Department or the contractor engaged to construct the Road Project.

"(C) This authorization assigns no preference rating to deliveries of materials to be used in the construction of any Road Project. Inability of the Road Department to procure without priority assistance material to complete any Road Project will not of itself be considered adequate grounds for issuance of a rating.

"(D) The Director of Industry Operations of the War Production Board may at any time order the Road Department to cease work upon any Road Project, construction of which has been begun pursuant to this Authority, if he determines that the prosecution of the war requires more urgently the use elsewhere of the labor, materials and construction machinery needed to complete the road construction previously authorized.

4. Because of the limitations fixed in said orders and because of uncertainties which are latent therein, the Contractor has, with the approval of the Highway Commission, elected to cancel and surrender State Highway Contract No. 2552.

NOW, THEREFORE, the premises being as stated generally in the foregoing recitals, it hereby is mutually agreed as follows:

1. It is recognized and conceded that by virtue of the said orders issued by the War Production Board the parties to said State Highway Contract No. 2552 cannot, during the emergency or until said orders are rescinded,

successfully or with any degree of economic safety carry on any work or accomplish any part of the project provided for in said State Highway Contract No. 2552.

2. In consideration of the mutual benefits which accrue to these parties the Contractor hereby agrees that said Contract No. 2552 may and the same shall, upon the execution of this agreement, be cancelled and the Contractor relieved of any and all obligation thereunder, and it is likewise agreed that the State, in consideration of the said cancellation and termination of contract, shall be and is released from any and all obligations with respect to said contract. In other words, the parties to said Contract No. 2552 shall be and are each and both restored to their respective positions or status prior to the call for bids and prior to the award of the contract.

3. Upon the execution of this agreement the Contractor shall surrender to the State Highway Commission for cancellation his copy of the said State Highway Contract No. 2552, and shall surrender also for like purpose the copy of said contract held by the surety on the performance bond which accompanied said contract, which copies when cancelled may be returned to the Contractor and the surety.

4. This agreement by these parties is made freely and voluntarily in the belief that, in view of the said orders of the War Production Board and in view of the national emergency, the cancellation and termination of said State Highway Contract No. 2552 is in the interests of these parties and likewise in the interests of the general public.

IN WITNESS WHEREOF, the parties hereto have subscribed their names and affixed their seals the day and year first above written.

APPROVED:

Chief Engineer

ATTEST:

Secretary

Executed in the presence of:

STATE OF OREGON, by and through its State Highway Commission,

By Henry F. Cabell
Chairman

By
Commissioner

By Herman Oliver
Commissioner

Party of the First Part

A. H. SAXTON & SON

By A. H. Saxton

By John R. Saxton

Party of the Second Part

RECEIVED
JUL 14 1942
FOR FILING

Charge to the account of

$

CLASS OF SERVICE DESIRED			
DOMESTIC		CABLE	
TELEGRAM		ORDINARY	
DAY LETTER	X	URGENT RATE	
SERIAL		DEFERRED	
OVERNIGHT TELEGRAM		NIGHT LETTER	
SPECIAL SERVICE		SHIP RADIOGRAM	

Patrons should check class of service desired; otherwise the message will be transmitted as a telegram or ordinary cablegram.

WESTERN UNION

1217-B

CHECK

ACCOUNTING INFORMATION

TIME FILED

R. B. WHITE
PRESIDENT

NEWCOMB CARLTON
CHAIRMAN OF THE BOARD

J. C. WILLEVER
FIRST VICE-PRESIDENT

Send the following telegram, subject to the terms on back hereof, which are hereby agreed to

SALEM, OREGON
APRIL 13, 1942

RECEIVED
JUL 14 1942
FOR FILING

A. E. SAXTON & SON
CORVALLIS, OREGON

WAR PRODUCTION BOARD CONSERVATION ORDER L-41 PROHIBITS STARTING HIGHWAY CONSTRUCTION PROJECTS FOR WHICH PREFERENCE RATING ORDERS HAVE NOT BEEN ISSUED. PLEASE THEREFORE DO NO WORK AND MAKE NO COMMITMENTS CONNECTION YOUR CONTRACT FOR CAMPBELL BRIDGE HASKELDALE SECTION UNLESS AND UNTIL WE ARE ABLE TO OBTAIN APPROVAL OF WPB

R. H. BALDOCK

RECEIVED
JAN 12 1942
FOR FILING

134-1039

January 10, 1942

A. E. Sexton & Son
Corvallis, Oregon

Gentlemen:

We are sending you today by express a fully executed copy of contract No. 2552 which was awarded to you on December 18, 1941, by the State Highway Commission, covering the Campbell Bridge-Hazeldale Section of the Farmington Secondary Highway, in Washington County. This copy is for your records and files.

We are also sending an executed copy to the surety on your bond.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

RS

NOTED
DeSart

RECEIVED
DEC 23 1941
FOR FILING

134-1039

December 20, 1941

A. H. Barton & Sons
Rt. 2
Corvallis, Oregon

Gentlemen:

We are sending you today by express four copies of Contract No. 2552 which was awarded to you by the State Highway Commission on December 18, 1941, covering the Campbell Bridge-Haseldale Section of the Farmington Secondary Highway, in Washington County.

Kindly execute all four copies of this contract as to agreement and bond and return them to this office for approval by the State Highway Commission. When this has been done a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the paragraph under Section 6 (page 15) of the printed General Provisions, relating to the Workmen's Compensation Act. You are expected to accept the terms of this act and to carry on your work under this contract in strict conformance thereto.

Your attention is also called to the paragraph on the same page, relating to payment by the contractor of amounts due hospital associations, et cetera.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary

ER

RECEIVED
DEC 19 1941
FOR FILING

134-1039

December 19, 1941

A. H. Denton & Son
Route 2
Corvallis, Oregon

Gentlemen:

The State Highway Commission, on December 18, 1941, awarded you the contract for 4.56 miles grading, surfacing and oiling, on the Campbell Bridge-Hunsaker Section of the Pennington Secondary Highway, in Washington County. This award was based on your low bid of $55,872.50, using tar, which you submitted on that date.

Contract forms will be sent to you for execution within a few days.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

EM

cc - S. H. Probert
G. S. Pearson

135-1007 Porcupine Butte-Chichester Gulch Sec
Shaniko-Fossil Secondary 1941

2553

RECEIVED
SEP 21 1942
FOR FILING

135-1007

September 21, 1942

Shell Oil Company
1220 S. W. Morrison
Portland, Oregon

Attention: Frank J. Hauser

Gentlemen:

In reply to your inquiry of September 16, 1942, we advise that Morris Brothers' contract, No. 2553, was cancelled by action of the State Highway Commission on April 30, 1942.

Very truly yours,

JH Secretary

RECEIVED
JUN 12 1942
FOR FILING

135-1007

June 9, 1942

Morris Bros.
1411 Fourth Avenue
Seattle, Washington

Gentlemen:

We are sending herewith, for your files, an executed copy of the agreement, dated June 4, 1942, cancelling the contract for grading and rock surfacing construction on the Porcupine Butte-Chichester Gulch Section (Contract No. 2553).

Kindly return to us your copy of Contract No. 2553, if you have not already done so.

We thank you for your cooperation in bringing this matter to an early conclusion.

Very truly yours,

L. I. Baldock
Chief Engineer

Encl.

June 8, 1942

United Pacific Insurance Co.
Board of Trade Bldg.
Portland, Oregon

Attention: Jo. Stevens

Gentlemen:

This is to advise that, by mutual agreement between Morris Brothers and the Highway Commission, the contract for work on the Persepine Butte-Chichester Gulch Section (Contract No. 2553) has been cancelled.

As evidence of the termination of this contract, and of the bond given thereon by the United Pacific Insurance Co., we are sending herewith an executed copy of the cancellation agreement.

Very truly yours,

R. H. Baldock
Chief Engineer

cc Morris Brothers
1411 Fourth Avenue
Seattle, Washington

Encl.

...rge, to the account of _____ $ _____

CLASS OF SERVICE DESIRED

DOMESTIC		CABLE	
TELEGRAM	X	ORDINARY	
DAY LETTER		URGENT RATE	
SERIAL		DEFERRED	
OVERNIGHT TELEGRAM		NIGHT LETTER	
SPECIAL SERVICE		SHIP RADIO GRAM	

Patrons should check class of service desired; otherwise the message will be transmitted as a telegram or ordinary cablegram.

WESTERN UNION

1217-B

R. B. WHITE, PRESIDENT
NEWCOMB CARLTON, CHAIRMAN OF THE BOARD
J. C. WILLEVER, FIRST VICE-PRESIDENT

CHECK

ACCOUNTING INFORMATION

TIME FILED

Send the following telegram, subject to the terms on back hereof, which are hereby agreed to

SALEM, OREGON
JUNE 2, 1942

MORRIS BROTHERS
1411 FOURTH AVENUE
SEATTLE, WASHINGTON

IF YOU DESIRE CANCELLATION CONTRACT ACCORDANCE LETTER MAY 21 FORWARD AGREEMENT FOR SIGNATURE COMMISSION JUNE FOURTH

R. H. BALDOCK

Before arrangements for the cancellation of the contracts had proceeded far, a second order was issued by the War Production Board (Order L-41-600), under which it would be possible to undertake the projects, provided they could be performed without the use of steel and other critical materials. Under this order, it is believed that some of the Oregon contracts stopped by the first order could be released and permitted to proceed.

On May 19, the Highway Commission gave consideration to the situation created by this second order of the War Production Board and indicated a willingness to have the projects proceed. Your attention is called to the fact that the Federal restrictions on priorities for repair parts to equipment are quite severe and there is little likelihood that this project could qualify as being essential to the war effort, thereby gaining a high priority. The completion of the project might prove to be, under such circumstances, impossible. Furthermore, there is the possibility of the cancellation of the work by the War Production Board at any time, should the War Production Board desire to utilize the labor, materials, and construction equipment elsewhere on a project deemed by it to be essential to the war effort. Moreover, in view of the fact that, by the Commission's action on April 30, the contractors had been led to expect that the contracts would

May 21, 1942

Morris Brothers
1411 Fourth Avenue
Seattle, Washington

Gentlemen:

We refer now to your contract with the State Highway Commission for grading work on the Porcupine Butte-Chichester Gulch Section (Contract 2553), and to Conservation Order No. L-41, issued by the War Production Board on April 9, 1942, which has prevented your proceeding with the work which that contract called for.

As the stoppage order here referred to created a situation with respect to this contract, and to other contracts which were affected similarly, which was unsatisfactory to both the Commission and the contractors, the Commission, on April 30, ordered that arrangements for a cancellation of the contracts involved, on a mutually agreeable basis, be worked out with the contractors.

Before arrangements for the cancellation of the contracts had proceeded far, a second order was issued by the War Production Board (Order L-41-600), under which it would be possible to undertake the projects, provided they could be performed without the use of steel and other critical materials. Under this order, it is believed that some of the Oregon contracts stopped by the first order could be released and permitted to proceed.

On May 19, the Highway Commission gave consideration to the situation created by this second order of the War Production Board and indicated a willingness to have the projects proceed. Your attention is called to the fact that the Federal restrictions on priorities for repair parts to equipment are quite severe and there is little likelihood that this project could qualify as being essential to the war effort, thereby gaining a high priority. The completion of the project might prove to be, under such circumstances, impossible. Furthermore, there is the possibility of the cancellation of the work by the War Production Board at any time, should the War Production Board desire to utilize the labor, materials, and construction equipment elsewhere on a project deemed by it to be essential to the war effort. Moreover, in view of the fact that, by the Commission's action on April 30, the contractors had been led to expect that the contracts would

be cancelled and had, in some cases, made arrangements for the use of their equipment on other projects, the Commission considered itself bound by its action of April 30, except in cases, if any, where the contractor might desire to go ahead with the work. The Commission decided, therefore, that it would permit each contractor to make the determination as to whether or not the work under his contract would proceed.

In accordance with the foregoing, we request that you advise us at once your decision as to whether you wish to have your contract cancelled or wish to proceed with the work in accordance with the terms of the contract.

To expedite action in case you should elect to have the contract cancelled, we are submitting four copies of a cancellation agreement. If it is acceptable to you, please sign in the presence of a witness and return all four copies to us for further handling. Please, also, return for cancellation, your copy of the contract and the copy which is in the hands of your surety.

If you should elect to proceed with the work, please advise us as to the arrangements you have made or propose to make for the metal culvert pipe required, and do not take any action toward starting the work until we know definitely that the fact that the contract calls for metal pipe will not make the work ineligible for commencement under Order L-41-600.

For your information, we are enclosing copies of the War Production Board's Orders Nos. L-41 and L-41-600.

Very truly yours,

R. H. Baldock
Chief Engineer

Encl.

S. M. NORRIS
BURLINGTON, WASH.

S. M. NORRIS
SEATTLE
1411 - FOURTH AVE.

NORRIS BROTHERS

GENERAL CONTRACTORS

May 9, 1942

State Highway Department
Salem, Oregon

Gentlemen: Attention Mr. Glaisyer:

We are very nearly completed with job #2515 which is not very far from job #2553, the latter which was cancelled by the Director's recent order.

We have heard from unofficial rumors that there was a possibility that the job would be done. We are wondering if it would be possible to get an opinion of any sort, any responsibility for which we would of course not expect on your part, but it would enable us to determine whether or not to definitely plan on moving all of our equipment out of the vicinity of this job.

Any information along the line I have indicated within the next week or ten days would be very much appreciated.

Very truly yours,

NORRIS BROTHERS

S. M. Norris

SMN:sjl

Mr. Baldock
to answer

AGREEMENT

THIS AGREEMENT made and entered into this 4th day of June, 1942, by and between the STATE OF OREGON, by and through its State Highway Commission, hereinafter called the "State", party of the first part, and MORRIS BROS., a partnership, consisting of E. M. Morris and M. E. Norris, hereinafter called the "Contractor", party of the second part;

W I T N E S S E T H :

RECITALS:

1. The parties to this agreement heretofore, to wit: on the eighteenth day of December, 1941, entered into a written contract by which, for the consideration and upon the terms therein stated, the party of the second part agreed and contracted to perform the following highway work: Grading of 3.37 miles of highway on the Porcupine Butte-Chichester Gulch Section of the Shaniko-Fossil Secondary Highway in Wheeler County, State of Oregon, which said contract is identified in the records and files of the Highway Commission as State Highway Contract No. 2553.

2. Because of the national emergency, the Division of Industry Operations, War Production Board, on April 9, 1942, issued and made Order No. L-41, by which order the parties to said State Highway Contract No. 2553 are in effect estopped from carrying out the provisions of said contract and are precluded from doing anything toward the accomplishment of said contract.

3. Subsequent to the action of the War Production Board as disclosed in its said Order No. L-41, dated April 9, 1942, there was made and issued by the War Production Board an order designated as Serial No. L-41-600, dated May 8, 1942, which among other things contained these provisions:

"(B) Pursuant to paragraph (b) (7) (ii) of Conservation Order No. L-41, you are hereby authorized to Begin Construction on Road Projects under your jurisdiction, provided, however, that you:

"(1) Prepare and file by the 10th day of each month, with the District Engineer of the U. S. Public Roads Administration through the State Highway Department of the State in which the Road Department is located, a report showing 'Estimate of Materials' required in order to complete all projects to which this Authority, No. L-41-600, applies and for which work orders were issued during the preceding calendar month. (Use Public Roads Administration Form PR-46.)

"(2) Shall not under this Authority No. L-41-600 Begin Construction on a Road Project which requires the incorporation of any steel reinforcing bars, steel culverts or structural steel, unless such steel is owned, or has been ordered, on or before the date of this Authority, by the Road Department or the contractor engaged to construct the Road Project.

"(C) This authorization assigns no preference rating to deliveries of materials to be used in the construction of any Road Project. Inability of the Road Department to procure without priority assistance material to complete any Road Project will not of itself be considered adequate grounds for issuance of a rating.

"(D) The Director of Industry Operations of the War Production Board may at any time order the Road Department to cease work upon any Road Project, construction of which has been begun pursuant to this Authority, if he determines that the prosecution of the war requires more urgently the use elsewhere of the labor, materials and construction machinery needed to complete the road construction previously authorized."

4. Because of the limitations fixed in said orders and because of uncertainties which are latent therein, the Contractor has, with the approval of the Highway Commission, elected to cancel and surrender State Highway Contract No. 2553.

NOW, THEREFORE, the premises being as stated generally in the foregoing recitals, it hereby is mutually agreed as follows:

1. It is recognized and conceded that by virtue of the said orders issued by the War Production Board the parties to said State Highway Contract No. 2553 cannot, during the emergency or until said orders are rescinded,

successfully or with any degree of economic safety carry on any work or accomplish any part of the project provided for in said State Highway Contract No. 2553.

2. In consideration of the mutual benefits which accrue to these parties the Contractor hereby agrees that said Contract No. 2553 may and the same shall, upon the execution of this agreement, be cancelled and the Contractor relieved of any and all obligation thereunder, and it is likewise agreed that the State, in consideration of the said cancellation and termination of contract, shall be and is released from any and all obligations with respect to said contract. In other words, the parties to said Contract No. 2553 shall be and are each and both restored to their respective positions or status prior to the call for bids and prior to the award of the contract.

3. Upon the execution of this agreement the Contractor shall surrender to the State Highway Commission for cancellation his copy of the said State Highway Contract No. 2553, and shall surrender also for like purpose the copy of said contract held by the surety on the performance bond which accompanied said contract, which copies when cancelled may be returned to the Contractor and the surety.

4. This agreement by these parties is made freely and voluntarily in the belief that, in view of the said orders of the War Production Board and in view of the national emergency, the cancellation and termination of said State Highway Contract No. 2553 is in the interests of these parties and likewise in the interests of the general public.

IN WITNESS WHEREOF, the parties hereto have subscribed their names and affixed their seals the day and year first above written.

APPROVED:

Chief Engineer

ATTEST:

Secretary

STATE OF OREGON, by and through its State Highway Commission,

By Henry F. Cabell
Chairman

By _____
Commissioner

By Herman Oliver
Commissioner

Party of the First Part

Executed in the presence of:

_____

_____

MORRIS BROS.

By _____

By _____

Party of the Second Part

M. E. Norris
Burlington, Wash.

RECEIVED
MAY 21 1942
FOR FILING

S. M. Norris
1411 Fourth Ave., Seattle

NORRIS BROTHERS

COPY

General Contractors

135-1007

May 9, 1942

VOTED
... Highway Engineer

State Highway Department
Salem, Oregon

Attention Mr. Glaisyer

Gentlemen:

We are very nearly completed with job #2515 which is not very far from job #2553, the latter which was cancelled by the Director's recent order.

We have heard from unofficial rumors that there was a possibility that the job would be done. We are wondering if it would be possible to get an opinion of any sort, any responsibility for which we would of course not expect on your part, but it would enable us to determine whether or not to definitely plan on moving all of our equipment out of the vicinity of this job.

Any information along the line I have indicated within the next week or ten days would be very much appreciated.

Very truly yours,

NORRIS BROTHERS

(Sgd) S. M. Norris

SMN:sjl

RECEIVED
JUL 14 1942
FOR FILING

Charge to the account of _____ $ _____

CLASS OF SERVICE DESIRED			
DOMESTIC		CABLE	
TELEGRAM		ORDINARY	
DAY LETTER	X	URGENT RATE	
SERIAL		DEFERRED	
OVERNIGHT TELEGRAM		NIGHT LETTER	
SPECIAL SERVICE		SHIP RADIOGRAM	

Patrons should check class of service desired; otherwise the message will be transmitted as a telegram or ordinary cablegram.

WESTERN UNION

1217-B

R. B. WHITE, PRESIDENT
NEWCOMB CARLTON, CHAIRMAN OF THE BOARD
J. C. WILLEVER, FIRST VICE-PRESIDENT

CHECK
ACCOUNTING INFORMATION
TIME FILED

Send the following telegram, subject to the terms on back hereof, which are hereby agreed to

SALEM, OREGON
APRIL 13, 1942

RECEIVED
JUL 14 1942
FOR FILING

MORRIS BROS.
303 HOGE BUILDING
SEATTLE, WASHINGTON

WAR PRODUCTION BOARD CONSERVATION ORDER L-41 PROHIBITS STARTING HIGHWAY CONSTRUCTION PROJECTS FOR WHICH PREFERENCE RATING ORDERS HAVE NOT BEEN ISSUED. PLEASE THEREFORE DO NO WORK AND MAKE NO COMMITMENTS CONNECTION YOUR CONTRACT PORCUPINE BUTTE-CHRISTEN GULCH PROJECT UNLESS AND UNTIL WE ARE ABLE TO OBTAIN APPROVAL OF WPB

R. H. BALDOCK

Form E-1—6M—8-41

14

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending April 4, 1942

Section Porcupine Butte-Chichester Gulch — Kind of work Grading

Highway Shaniko-Fossil — Section prefix 135-1007

Contractor Norris Brothers — Contract number 2553

Date of contract December 18, 1941 — Date of completion July 15, 1942

Date work started ..., 19... — Estimated date of completion July 15, 1942

Amount of contract . . . . . $ 38,881.00 — Per cent of time elapsed 51.3 %

Estimated cost of completed project, exclusive of engineering . . . . . $ 40,000.00

Per cent of contract completed, based on total contract price . . . . . %

Engineering cost to date, $ 1800.00, ...% — Date project was completed ..., 19...

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

No report has been received from the grading contractor, as yet.

A crew of 4 men has been working all week building right-of-way fences; to date, all post holes have been dug on ½ of the project. Most of the materials have been received, and the balance is in transit.

RECEIVED
APR 6 - 1942
CONST. DEPT.
BY J. V. WEBER

Signed E. G. Bickmore

Address Condon, Ore.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	3.37				
Miles partially completed	None				
Miles completed	"				
Total estimated quantities	50,000				
Estimated quantities moved or placed to date	None				
Average daily quantities	"				
Average daily quantities necessary to complete project on time	480				
Number shifts per day	None				
Hours per shift					
Average force on project for week	4	Fence crew, State Force Work			

Percentages of men employed on contract to be secured from:

..... County, ...%; ..... County, ...%; ..... County, ...%; ..... County, ...%;

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ....., Power graders ....., Rollers ....., Mixers ....., Crushing or screening plants .....

Compressors ....., Bulldozers ....., Sheet-foot rollers ....., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Fair		
Monday	"		
Tuesday	"		
Wednesday	"		
Thursday	"		
Friday	Rain		
Saturday	Fair		

STATE PRINTING DEPT.

RECEIVED
JAN 12 1942
FOR FILING

135-1007

January 10, 1942

United Pacific Insurance Company
Jo Stroyan
Board of Trade Building
Portland, Oregon

Gentlemen:

We are sending you today by express a fully executed copy of Contract No. 2553 which was awarded to Morris Bros. by the State Highway Commission on December 18, 1941, covering grading and topping on the Porcupine Butte-Chisbester Gulch Section of the Shaniko-Fossil Secondary, in Wheeler County.

We are sending you this copy of the contract for your records and files, inasmuch as you appear as surety for the contractor on this job.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

MS

NOTED
D DeSart

RECEIVED
JAN 12 1942
FOR FILING

135-1007

January 10, 1942

Morris Bros.
303 Hoge Building
Seattle, Washington

Gentlemen:

We are sending you today by express a fully executed copy of contract No. 2553, which was awarded to you on December 18, 1941, by the State Highway Commission, covering grading and topping on the Porcupine Butte-Chichester Gulch Section of the Shaniko-Fossil Secondary Highway, in Wheeler County. This copy is for your records and files.

We are also sending an executed copy to the surety on your bond.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

RS

NOTED
D DeSart

RECEIVED
DEC 26 1941
FCR FILMS

135-1007

R

December 20, 1941

Morris Bros.,
303 Hoge Building
Seattle, Washington

Gentlemen:

We are sending you today by express four copies of Contract No. 2553 which was awarded to you by the State Highway Commission on December 18, 1941, covering the Porcupine Butte-Chichester Gulch Section of the Shaniko-Fossil Secondary Highway, in Wheeler County.

Kindly execute all four copies of this contract as to agreement and bond and return them to this office for approval by the State Highway Commission. When this has been done a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention attention is called to the paragraph under Section 6 (page 15) of the printed General Provisions, relating to the Workmen's Compensation Act. You are expected to accept the terms of this act and to carry on your work under this contract in strict conformance thereto.

Your attention is also called to the paragraph on the same page, relating to payment by the contractor of amounts due hospital associations, et cetera.

Very truly yours,

STATE HIGHWAY COMMISSION

By

KR

Secretary

RECEIVED
DEC 19 1941
FOR FILING

135-1007

December 19, 1941

Morris Bros.
303 Hoge Building
Seattle, Washington

Gentlemen:

The State Highway Commission, on December 16, 1941, awarded you the contract for 3.37 miles grading and topping, on the Pennington Butte-Chichester Gulch Section of the Shaniko-Fossil Secondary Highway, in Wheeler County. This award was based on your low bid of $32,681.00, submitted on that date.

Contract forms will be sent to you for execution within a few days.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

MB

cc - S. H. Probert
G. S. Paxson

126-1053 Sun Dial Highway Section
Sun Dial Secondary Highway 1941

#2554

RECEIVED
JAN 11 1943
FOR FILING

126-1053
2554

January 9, 1943

Portland Gravel Company
215 Couch Building
Portland, Oregon

Gentlemen:

The State Highway Commission, at its meeting on December 18, 1942, granted you the extension of time requested, from February 24 to October 25, 1942, without penalty, in connection with contract No. 2554, Sun Mail Secondary Highway paving project, in Multnomah County.

Very truly yours,
STATE HIGHWAY COMMISSION

By

AH Secretary

cc - W. C. Williams

RECEIVED
DEC 23 1942
FOR FILING

126-1053
2554

December 23, 1942

Glens Falls Indemnity Company
Rogers Insurance Agency
Title & Trust Building
Portland, Oregon

Gentlemen:

You are hereby notified that state highway contract No. 2554, for work on the Sun Dial Highway Section of the Sun Dial Secondary State Highway, in Multnomah County, has been completed by the contractor, Parker-Schram Company, and that final payment, in the amount of $750.00, will be made on or after January 2, 1943.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues, or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

This notice is served upon you since you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total contract amount is $21,618.65, and that no force account work was performed therein. This contract was completed on October 25, 1942, and accepted by the Commission on December 18, 1942.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

MS

RECEIVED
NOV 28 1942
FOR FILING

126-1053
2554

November 27, 1942

Glens Falls Indemnity Company
Rodgers Insurance Agency, Agents
Title & Trust Building
Portland, Oregon

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semifinal payment to Parker-Schram Company, on contract No. 2554 covering paving on the Sun Dial Highway Section of the Sun Dial Secondary Highway, in Multnomah County. This payment, in the amount of $1,611.56, will be made on or after December 7, 1942. The retained percentage is $750.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues, or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

Kindly acknowledge receipt of this letter.

Yours very truly
STATE HIGHWAY COMMISSION

By

Secretary

be

(NOTED)
A. L. MONSON

RECEIVED
NOV 25 1942
FOR FILING

126-1053
2554

November 25, 1942

Shell Oil Company
1220 S. W. Morrison
Portland, Oregon

Attention: Frank J. Warner, Division Credit Manager

Gentlemen:

In reply to your inquiry of November 24, 1942, I wish to advise that Parker-Schram's contract No. 2554 which was completed on October 25, 1942, has not as yet been accepted by the State Highway Commission. To our knowledge no claims have been filed against this contract.

Very truly yours,

AM

Secretary

Form E-1—SHC—4-42

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending Nov. 14th. 1942., 19....

Section Sun Dial Highway — *Kind of work* Paving.

Highway .... — *Section prefix* 126-1053. State

Contractor Parker - Schram Co. — *Contract number* 2554

Date of contract Dec. 19th. 1941., 19.... — *Date of completion* See Contract, 19....

Date work started Feb. 11th. 1942., 19.... — *Estimated date of completion* ...., 19....

Amount of contract . . . . . $ 21,939.50 — *Per cent of time elapsed* .... %

Estimated cost of completed project, exclusive of engineering . . . . . $ 21,939.50

Per cent of contract completed, based on total contract price . . . . . 100 %

Engineering cost to date, $ 775.00, 52 % — *Date project was completed* Oct. 25th. 1942., 19....

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

The semi final estimate is being finished today.

This is the final report on this job.

RECEIVED
NOV 15 1942

NOTED
E. M. [illegible]

Signed A B Dean.

Address 9200 SE McLoughlin Blvd. Port. Ore.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					1.25
Miles partially completed					1.25
Miles completed					1.25
Total estimated quantities					
Estimated quantities moved or placed to date					
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week	0				

Percentages of men employed on contract to be secured from:

..... County, ...%; ..... County,.....%; ..... County, ...%; ..... County, ...%.

..... County, ...%; ..... County,.....%; ..... County, ...%; ..... County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ....., Power graders ....., Rollers ....., Mixers ....., Crushing or screening plants.....

Compressors ....., Bulldozers ....., Sheep-foot rollers ....., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Rain		
Monday	Fair		
Tuesday	Clear		
Wednesday	"		
Thursday	"		
Friday	Rain in PM		
Saturday	"		

STATE PRINTING DEPT.

RECEIVED
OCT 31 1942
FOR FILING

126-1053
2554

October 31, 1942

Shell Oil Company
1220 S. W. Morrison St.
Portland, Oregon

Attention: Frank J. Hurner, Division Credit Manager

Gentlemen:

In reply to your inquiry of October 30, 1942, I wish to advise that Parker-Schram's contract, No. 2554, was completed on October 25, 1942, but has not as yet been formally accepted by the State Highway Commission. The contractor has been paid $19,257.09 on this job.

Very truly yours,

AM

Secretary

RECEIVED
FOR FILING

126-1053
2554

September 16, 1942

Shell Oil Company
1220 S. W. Morrison
Portland, Oregon

Attention: Frank J. Hamner, Division Credit Manager

Gentlemen:

In reply to your inquiry of September 15, 1942, we advise that state highway contract No. 2554, Parker-Schram Company contractor, is about 80 per cent complete, and that $19,257.09 have been paid the contractor to date.

Very truly yours,

AM

Secretary

RECEIVED
JUL 6 1942
FOR FILING

126-1:53
2554

July 3, 1942

Shell Oil Company, Inc.
1220 S. W. Morrison St.
Portland, Oregon

Gentlemen: Attention Frank J. Burner

In accordance with your letter of June 26, you are advised that contract No. 2554, with Parker-Behrman Company has not yet been completed. There has been paid, for work done to March 15, the amount of $19,257.09.

It is anticipated that this work, which is now 96% complete, will be finished about July 31, 1942.

Very truly yours,
OREGON STATE HIGHWAY COMMISSION
By
Secretary

RS

NOTED
D. G. DeSart

Agr. & Project Secondary Hwys.

GEORGE W. BUCK
ROADMASTER
COUNTY ENGINEER

Sundial

RECEIVED
FEB 11 1942
FOR FILING

COUNTY OF MULTNOMAH
OFFICE OF THE ROADMASTER
601 COURTHOUSE
PORTLAND, OREGON

February 4, 1942

2354

NOTED
State Highway Engineer

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

With reference to the Sundial Road, which the State has taken over as a Secondary Highway, it is my recollection that we agreed to do the grading to widen the roadbed and put on six inches of base rock, at an estimated cost of approximately $10,000.00, and that the State was to pave same at an estimated cost of approximately $20,000.00.

The way the grades were laid the grading was greatly increased, and, on account of it being winter and wet, instead of grading up the roadbed we hauled in bank-run gravel, so that to date we have expended $15,745.40, having hauled in 15,420 yards of gravel and 1820 yards of crushed rock for base.

We estimate that it will cost another $3,925.00 to complete the grading and the base, and there may be some ditching expense later as the Government grading on the new airport there blocked one culvert at the intersection of the Graham and Sundial Roads. In other words, we will need about 500 more yards of fine gravel and 1380 yards of crushed rock to complete the base we agreed to put in.

$7500

On account of the enormous traffic, rain, and frost, I am afraid a large percentage of this crushed rock base is going to be hammered into the gravel. Also, there are numerous soft spots that have developed since the frost went out, so that I would not personally recommend that the pavement be laid until next summer.

Recently, they hauled in enormous loads - 14-ton transformers, one load of 35 tons - and I understand will start the middle of next week hauling in an enormous tonnage of steel. We cannot finish putting the base on by that time because we have not sufficient rock at Rocky Butte, and purchased 2000 yards from the Star Sand Company. Their crusher broke down, so that they did not deliver any for over a week, but we expect them to start delivering again tomorrow.

Personally, I would recommend a coat of fine gravel be placed on this road and a maintainer run over it as often as needed until the road dries out next summer. Also, I believe that we have more than complied with what we agreed to do, and that we should not be expected to provide any additional work or material when we have placed the 3000 yards of crushed rock on the road.

Respectfully yours,
Geo. W. Buck
Roadmaster.

GWB:BG

RECEIVED
JAN 12 1942
FOR FILING

126-1053
2554

January 10, 1942

Glens Falls Indemnity Company
Rodgers Insurance Agency
Title & Trust Building
Portland, Oregon

Gentlemen:

We are sending you today by express a fully executed copy of Contract No. 2554, which was awarded to Parker-Schram Company by the State Highway Commission on December 19, 1941, covering the Sun Dial Section of the Sun Dial Secondary Highway, in Multnomah County.

Inasmuch as you are surety for the contractor on this job, we are sending you this copy of the contract for your records and files.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

RS

NOTED
D DeSart

RECEIVED
JAN 12 1942
FOR FILING

126-1053
2554

January 10, 1942

Parker-Schram Company
515 Couch Building
Portland, Oregon

Gentlemen:

We are sending you today by express a fully executed copy of contract No. 2554, which was awarded to you on December 19, 1941, by the State Highway Commission, covering the Sun Dial Highway Section of the Sun Dial Secondary Highway, in Multnomah County. This copy is for your records and files.

We are also sending an executed copy to the surety on your bond.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

RS

NOTED.
Sart

RECEIVED
DEC 30 1941
FOR FILING

126-1053
2554

December 27, 1941

Glens Falls Indemnity Company
Rogers Insurance Agency, Agent
Title and Trust Building
Portland, Oregon

Gentlemen:

We are forwarding to you today, by express, four copies of Parker-Schram Company's contract No. 2554, Sun Dial Highway Section of the Sun Dial Secondary Highway, which were forwarded to this office by the contractor unsigned by the resident agent of your company.

Will you please have the resident agent sign all copies and return them to this office for further handling.

Very truly yours,

DD:AM

Secretary

NOTED
D. DeSart

CHAS. T. PARKER
CARL A. SCHRAM

PARKER-SCHRAM COMPANY

GENERAL CONSTRUCTORS

COUCH BUILDING
PORTLAND, OREGON

December 22, 1941

Mr. H. B. Glaisyer, Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Sir:

Complying with the request in your letter of December 20th, we have properly executed on behalf of this firm and are returning to you by express all four copies of Contract No. 2554 for 1.25 miles asphaltic concrete paving on the Sun Dial Secondary Highway in Multnomah County, and the Bond required in connection therewith, which latter have likewise been completed by the Glens Falls Indemnity Company, as Surety.

All our operations within the state are covered under the Workmen's Compensation Act of the State of Oregon, which will automatically include any work performed in connection with the above Contract, as required by Section 6, Page 16, of the General Provisions of said Contract.

Kindly return one completed copy of Contract and Bond for our record and files after approval by the State Highway Commission.

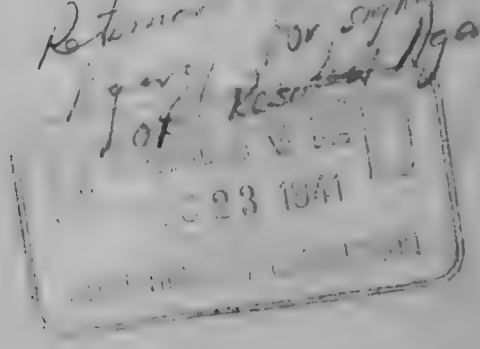
Yours very truly,

PARKER-SCHRAM COMPANY

By

CAS:mw

Received
12-27-41
OSC



RECEIVED
DEC 20 1941
FOR FILING

126-1053
2554

December 20, 1941

Parker-Schram Company
515 Couch Building
Portland, Oregon

Gentlemen:

We are sending you today by express four copies of Contract No. 2554 which was awarded to you by the State Highway Commission on December 19, 1941, covering the Sun Dial Highway Section of the Sun Dial Secondary Highway, in Multnomah County.

Kindly execute all four copies of this contract as to agreement and bond and return them to this office for approval by the State Highway Commission. When this has been done a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the paragraph under Section 6 (page 15) of the printed General Provisions, relating to the Workmen's Compensation Act. You are expected to accept the terms of this act and to carry on your work under this contract in strict conformance thereto.

Your attention is also called to the paragraph on the same page, relating to payment by the contractor of amounts due hospital associations, et cetera.

Very truly yours,

STATE HIGHWAY COMMISSION

By

ER Secretary

RECEIVED
MAY 6 1942
FOR FILING

126-1053
2554

AGENDA
JAN 5 - 1942

2C

December 19, 1941

Parker-Schram Company
515 Couch Building
Portland, Oregon

Gentlemen:

Confirming my telegram to you of this date, the State Highway Commission today awarded you the contract for 1.25 miles paving on the Sun Dial Highway Section of the Sun Dial Secondary Highway, in Multnomah County. This award was based on your low bid of $19,939.50 submitted on December 18, 1941.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,
STATE HIGHWAY COMMISSION

By

MH Secretary

cc - S. H. Probert
S. S. Pearson

Bid compared

CLASS OF SERVICE DESIRED			
DOMESTIC		CABLE	
TELEGRAM	X	ORDINARY	
DAY LETTER		URGENT RATE	
SERIAL		DEFERRED	
OVERNIGHT TELEGRAM		NIGHT LETTER	
SPECIAL SERVICE		SHIP RADIOGRAM	

Patrons should check class of service desired; otherwise the message will be transmitted as a telegram or ordinary cablegram.

COPY OF WESTERN UNION TELEGRAM

SALEM OREGON DECEMBER 19 1941

PARKER-SCHRAM COMPANY
515 COUCH BUILDING
PORTLAND OREGON

STATE HIGHWAY COMMISSION TODAY AWARDED YOU CONTRACT FOR PAVING SUN DIAL HIGHWAY SECTION OF SUN DIAL SECONDARY HIGHWAY MULTNOMAH COUNTY BASED ON YOUR LOW BID SUBMITTED ON DECEMBER 16 1941 CONTRACT FORMS FOLLOW SHORTLY

H D GLAISYER, SECRETARY
STATE HIGHWAY COMMISSION

File

firm promptly upon receipt.

Extending to you our best wishes for the Holiday Season, we are,

Yours very truly,

PARKER-SCHRAM COMPANY

By C. A. Schram

CAS:mw

CHAS. T. PARKER
CARL A. SCHRAM

PARKER-SCHRAM COMPANY

GENERAL CONSTRUCTORS

COUCH BUILDING
PORTLAND, OREGON

December 19, 1941

Mr. H. B. Glaisyer, Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Sir:

Accept our thanks for your wire this morning advising that the State Highway Commission have today awarded us the Contract for 1.25 miles asphaltic concrete paving on the Sun Dial Secondary Highway in Multnomah County on the basis of our low bid of $19,939.50 submitted December 18th.

We note that contract forms will be prepared and forwarded for signature within the next few days and we assure you that the necessary documents will be executed on behalf of this firm promptly upon receipt.

Extending to you our best wishes for the Holiday Season, we are,

Yours very truly,

PARKER-SCHRAM COMPANY

By C. A. Schram

CAS:mw

RECEIVED
DEC 22 1941

32-1106 S.Unit,Enterprise-Forest Bound.Sec.,
Enterprise-Lewiston Highway

#2555

RECEIVED
JUN 12 1942
FOR FILING

32-1106

June 9, 1942

Rogers Construction Co.
General Road Contractors
Dayton, Washington

Gentlemen:

We are sending herewith, for your files, an executed copy of the agreement, dated June 4, 1942, cancelling the contract for grading, surfacing and oiling work on the South Unit of the Enterprise-Forest Boundary Section (Contract No. 2555).

We appreciate very much your assistance in bringing this matter to an early conclusion.

Very truly yours,

R. H. Baldock
Chief Engineer

Encl.

June 8, 1942

COPY

United Pacific Insurance Co.
Board of Trade Bldg.
Portland, Oregon.

Attention : Jo Stroyan

Gentlemen:

We refer to the Rogers Construction Company Contracts for the Enterprise-Forest Boundary Project (Contract No. 2555), and the Diversion Canal-Midland Overcrossing Project (Contract No. 2528).

By mutual agreement between the Rogers Construction Co. and the Highway Commission, both of the above-named contracts have been cancelled.

As evidence of the termination of these contracts, and of the bonds given thereon by the United Pacific Insurance Co., we send herewith executed copies of the cancellation agreements. These copies may be retained in your files.

Very truly yours,

R. H. Baldock
Chief Engineer

cc Rogers Construction Co.
Dayton, Washington

Encl.

Donald C. Rogers

ROGERS CONSTRUCTION CO.

General Road Contractors

Dayton, Washington

June 2, 1942

Mr. R. H. Baldock, Chief Engineer
Oregon State Highway Commission
Salem, Oregon

Dear Sir:

Enclosed you will find the four cancellation agreement copies which you sent us for signature. This agreement covers the cancellation of the South Unit of the Enterprise-Forest Boundary Section, Oregon State Contract No. 2555.

Under separate cover we are returning to you our copy of Contract No. 2555.

We have requested our surety company to return their copy of the contract to you. You should receive their copy within the next few days.

Very truly yours,

ROGERS CONSTRUCTION CO.

By Eli Neal Jr.
Bookkeeper

RECEIVED
JUN 3 - 1942

...ge to the account of _____ $ _____

CLASS OF SERVICE DESIRED			
DOMESTIC		CABLE	
TELEGRAM	X	ORDINARY	
DAY LETTER		URGENT RATE	
SERIAL		DEFERRED	
OVERNIGHT TELEGRAM		NIGHT LETTER	
SPECIAL SERVICE		SHIP RADIOGRAM	

Patrons should check class of service desired; otherwise the message will be transmitted as a telegram or ordinary cablegram.

WESTERN UNION

1217-B

R. B. WHITE, PRESIDENT
NEWCOMB CARLTON, CHAIRMAN OF THE BOARD
J. C. WILLEVER, FIRST VICE-PRESIDENT

CHECK
ACCOUNTING INFORMATION
TIME FILED

Send the following telegram, subject to the terms on back hereof, which are hereby agreed to

SALEM, OREGON
JUNE 2, 1942

ROGERS CONSTRUCTION CO.
BAXTON, WASHINGTON

IF YOU DESIRE CANCELLATION CONTRACTS ACCORDANCE LETTER MAY 27 FORWARD AGREEMENT FOR SIGNATURE COMMISSION JUNE FOURTH

R. H. BALDOCK

Very truly yours,

R. H. BALDOCK
Chief Engineer

By

S. H. Probert
Office Engineer

SHP:MK

Encl.

Salem, Oregon
May 22, 1942

Mr. J. B. Weaver
Resident Highway Engineer
Klamath Falls, Oregon

Dear Sir:

Please deliver the enclosed letter and attachments to Mr. Rogers for attention.

The letter applies to the cancellation of the Enterprise-Forest Boundary Project. A similar letter applying to the Diversion Canal-Midland Overcrossing Project will be sent as soon as we receive the information in regard to materials which we requested of you yesterday.

If Mr. Rogers is not expected at Klamath Falls for several days, it may be advisable to send the letter on to Dayton, Washington.

Very truly yours,

R. H. BALDOCK
Chief Engineer

By

S. H. Probert
Office Engineer

SHP:MK

Encl.

May 22, 1942

Rogers Construction Co.
Klamath Falls, Oregon

Gentlemen:

We refer now to your contract with the State Highway Commission for grading work on the South Unit of the Enterprise-Forest Boundary Section (Contract 2555), and to Conservation Order No. L-41, issued by the War Production Board on April 9, 1942, which has prevented your proceeding with the work which that contract called for.

As the stoppage order here referred to created a situation with respect to this contract, and to other contracts which were affected similarly, which was unsatisfactory to both the Commission and the contractors, the Commission, on April 30, ordered that arrangements for a cancellation of the contracts involved, on a mutually agreeable basis, be worked out with the contractors.

Before arrangements for the cancellation of the contracts had proceeded far, a second order was issued by the War Production Board (Order L-41-600), under which it would be possible to undertake the projects, provided they could be performed without the use of steel and other critical materials. Under this order, it is believed that some of the Oregon contracts stopped by the first order could be released and permitted to proceed.

On May 19, the Highway Commission gave consideration to the situation created by this second order of the War Production Board and indicated a willingness to have the projects proceed. Your attention is called to the fact that the Federal restrictions on priorities for repair parts to equipment are quite severe and there is little likelihood that this project could qualify as being essential to the war effort, thereby gaining a high priority. The completion of the project might prove to be, under such circumstances, impossible. Furthermore, there is the possibility of the cancellation of the work by the War Production Board at any time, should the War Production Board desire to utilize the labor, materials, and construction equipment elsewhere on a project deemed by it to be essential to the war effort. Moreover, in view of the fact that, by the Commission's action on April 30, the contractors had been led to expect that the contracts would be cancelled and had, in

some cases, made arrangements for the use of their equipment on other projects, the Commission considered itself bound by its action of April 30, except in cases, if any, where the contractor might desire to go ahead with the work. The Commission decided, therefore, that it would permit each contractor to make the determination as to whether or not the work under his contract would proceed.

In accordance with the foregoing, we request that you advise us at once your decision as to whether you wish to have your contract cancelled or wish to proceed with the work in accordance with the terms of the contract.

To expedite action in case you should elect to have the contract cancelled, we are submitting four copies of a cancellation agreement. If it is acceptable to you, please sign in the presence of a witness and return all four copies to us for further handling. Please, also, return for cancellation, your copy of the contract and the copy which is in the hands of your surety.

For your information, we are enclosing copies of the War Production Board's Orders Nos. L-41 and L-41-600.

Very truly yours,

R. H. Baldock
Chief Engineer

Encl.

May 22, 1942

Hegeve Construction Co.
General Road Contractors
Raymond, Washington

Gentlemen:

We are sending herewith a copy of a letter which is being sent to your company at Klamath Falls. This letter concerns the proposed cancellation of your contract for the Enterprise-Forest Boundary Project. A similar letter concerning the Diversion Canal-Midland Overcrossing Project will be sent to Klamath Falls as soon as our resident engineer provides us with information in regard to the materials which are to be taken over by the State on that project.

As soon as the cancellation agreements which accompany the letters referred to are signed and returned to us, we will notify your Bonding Company that its liability under the bonds is terminated.

Very truly yours,

R. H. BALDOCK
Chief Engineer

By

S. H. Probert
Office Engineer

SHP:MF

Encl.

A G R E E M E N T

THIS AGREEMENT made and entered into this _____ day of _____, 1942, by and between the STATE OF OREGON, by and through its State Highway Commission, hereinafter called the "State", party of the first part, and the ROGERS CONSTRUCTION CO., a partnership, consisting of W. R. Rogers and Donald C. Rogers, hereinafter called the "Contractor", party of the second part;

W I T N E S S E T H :

RECITALS:

1. The parties to this agreement heretofore, to wit: on the twenty-seventh day of December, 1941, entered into a written contract by which, for the consideration and upon the terms therein stated, the party of the second part agreed and contracted to perform the following highway work: Constructing of 3.37 miles of highway on the South Unit of the Enterprise-Forest Boundary Section of the Enterprise-Lewiston Highway in Wallowa County, State of Oregon, which said contract is identified in the records and files of the Highway Commission as State Highway Contract No. 2555.

2. Because of the national emergency, the Division of Industry Operations, War Production Board, on April 9, 1942, issued and made Order No. L-41, by which order the parties to said State Highway Contract No. 2555 are in effect estopped from carrying out the provisions of said contract and are precluded from doing anything toward the accomplishment of said contract.

3. Subsequent to the action of the War Production Board as disclosed in its said Order No. L-41, dated April 9, 1942, there was made and issued by the War Production Board an order designated as Serial No. L-41-600, dated May 8,

1942, which among other things contained these provisions:

"(B) Pursuant to paragraph (b) (7) (ii) of Conservation Order No. L-41, you are hereby authorized to Begin Construction on Road Projects under your jurisdiction, provided, however, that you:

"(1) Prepare and file by the 10th day of each month, with the District Engineer of the U. S. Public Roads Administration through the State Highway Department of the State in which the Road Department is located, a report showing 'Estimate of Materials' required in order to complete all projects to which this Authority, No. L-41-600, applies and for which work orders were issued during the preceding calendar month. (Use Public Roads Administration Form PR-46.)

"(2) Shall not under this Authority No. L-41-600 Begin Construction on a Road Project which requires the incorporation of any steel reinforcing bars, steel culverts or structural steel, unless such steel is owned, or has been ordered, on or before the date of this Authority, by the Road Department or the contractor engaged to construct the Road Project.

"(C) This authorization assigns no preference rating to deliveries of materials to be used in the construction of any Road Project. Inability of the Road Department to procure without priority assistance material to complete any Road Project will not of itself be considered adequate grounds for issuance of a rating.

"(D) The Director of Industry Operations of the War Production Board may at any time order the Road Department to cease work upon any Road Project, construction of which has been begun pursuant to this Authority, if he determines that the prosecution of the war requires more urgently the use elsewhere of the labor, materials and construction machinery needed to complete the road construction previously authorized."

4. Because of the limitations fixed in said orders and because of uncertainties which are latent therein, the Contractor has, with the approval of the Highway Commission, elected to cancel and surrender State Highway Contract No. 2555.

NOW, THEREFORE, the premises being as stated generally in the foregoing recitals, it hereby is mutually agreed as follows:

1. It is recognized and conceded that by virtue of the said orders

issued by the War Production Board the parties to said State Highway Contract No. 2555 cannot, during the emergency or until said orders are rescinded, successfully or with any degree of economic safety carry on any work or accomplish any part of the project provided for in said State Highway Contract No. 2555.

2. In consideration of the mutual benefits which accrue to these parties the Contractor hereby agrees that said Contract No. 2555 may and the same shall, upon the execution of this agreement, be cancelled and the Contractor relieved of any and all obligation thereunder, and it is likewise agreed that the State, in consideration of the said cancellation and termination of contract, shall be and is released from any and all obligations with respect to said contract. In other words, the parties to said Contract No. 2555 shall be and are each and both restored to their respective positions or status prior to the call for bids and prior to the award of the contract.

3. Upon the execution of this agreement the Contractor shall surrender to the State Highway Commission for cancellation his copy of the said State Highway Contract No. 2555, and shall surrender also for like purpose the copy of said contract held by the surety on the performance bond which accompanied said contract, which copies when cancelled may be returned to the Contractor and the surety.

4. This agreement by these parties is made freely and voluntarily in the belief that, in view of the said orders of the War Production Board and in view of the national emergency, the cancellation and termination of said State Highway Contract No. 2555 is in the interests of these parties and likewise in the interests of the general public.

IN WITNESS WHEREOF, the parties hereto have subscribed their names and affixed their seals the day and year first above written.

APPROVED:

_____
Chief Engineer

ATTEST:

_____
Secretary

STATE OF OREGON, by and through its State Highway Commission,

By _____
Chairman

By _____
Commissioner

By _____
Commissioner

Party of the First Part

Executed in the presence of:

_____

_____

ROGERS CONSTRUCTION CO.

By _____

By _____

Party of the Second Part

RECEIVED
JUL 14 1942
FOR FILING

22-1106

SALEM
June 8, 1942

Agreements terminating contracts

Mr. R. E. Probert
Office Engineer

I am returning to you herewith three copies of each of the following agreements, cancelling certain [redacted] highway contracts

Agreement with Harris Bros. cancelling contract No. 2553

Agreement with E. L. O'Neil and Son cancelling contract No. 2556

Agreement with Rogers Construction Company cancelling contract No. 2555

Agreement with Rogers Construction Company cancelling contract No. 2554.

These were signed by the State Highway Commission on June 4, 1942. I have retained the original of each for the Commission's records and files.

MH

Secretary

Agr. filed in contract

NOTED
D.G. DeSart

RECEIVED
JUL 1 1
FOR FIL

CLASS OF SERVICE DESIRED			
DOMESTIC		CABLE	
TELEGRAM		ORDINARY	
DAY LETTER		URGENT RATE	
SERIAL		DEFERRED	
OVERNIGHT TELEGRAM		NIGHT LETTER	
SPECIAL SERVICE		SHIP RADIOGRAM	

Patrons should check class of service desired; otherwise the message will be transmitted as a telegram or ordinary cablegram.

COPY OF WESTERN UNION TELEGRAM

SALEM ORE APR 28 1942

RECEIVED
JUL 15 1942
FOR FILING

ROGERS CONSTRUCTION CO.

RATON NMEX

WILL RECIDE CANCELLATION CONTRACT NO. 2555 AT MEETING HIGHWAY COMMISSION APRIL 30 AND THEN ADVISE YOU PROMPTLY

R H BALDOCK

RECEIVED
JUL 15 1942
FOR FILING

22-1106

Donald C. Rogers

ROGERS CONSTRUCTION CO.

General Road Contractors

Dayton, Washington

April 24, 1942

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We received your recent telegram stating that due to War Production Board Conservation order L-41 we are to do no work and make no commitments in connection with our contract No. 2555, Enterprise-Forest Boundary Section.

It may be that, as a result of this order, you may desire to cancel this contract. If you decide to cancel it, we will not expect any extra compensation except that, we shall expect you to pay for the Bond if the Bonding Company refuses to cancel the charge for it.

It must also be understood that this offer is good only if the contract is cancelled promptly. Any delay in cancelling it will result in an additional loss for ourselves.

Very truly yours,

ROGERS CONSTRUCTION CO.

Donald Rogers

DCR en

Will discuss cancellation of contract #2555 by meeting Thursday on Apl 30 and then advise you promptly

RECEIVED
JUL 14
FOR FILING

E-1106

Charge to the account of _____ $ _____

CLASS OF SERVICE DESIRED			
DOMESTIC		CABLE	
TELEGRAM		ORDINARY	
DAY LETTER	X	URGENT RATE	
SERIAL		DEFERRED	
OVERNIGHT TELEGRAM		NIGHT LETTER	
SPECIAL SERVICE		SHIP RADIOGRAM	

Patrons should check class of service desired; otherwise the message will be transmitted as a telegram or ordinary cablegram.

WESTERN UNION

1217-B

R. B. WHITE, PRESIDENT
NEWCOMB CARLTON, CHAIRMAN OF THE BOARD
J. C. WILLEVER, FIRST VICE-PRESIDENT

CHECK
ACCOUNTING INFORMATION
TIME FILED

Send the following telegram, subject to the terms on back hereof, which are hereby agreed to

SALEM, OREGON
APRIL 13, 1942

ROGERS CONSTRUCTION CO.
DAYTON, WASHINGTON

WAR PRODUCTION BOARD CONSERVATION ORDER L-41 PROHIBITS STARTING HIGHWAY CONSTRUCTION PROJECTS FOR WHICH PREFERENCE RATING ORDERS HAVE NOT BEEN ISSUED. PLEASE THEREFORE DO NO WORK AND MAKE NO COMMITMENTS CONNECTION YOUR CONTRACTS DIVERSION CANAL-MIDLAND PROJECT AND ENTERPRISE-FOREST BOUNDARY PROJECT UNLESS AND UNTIL WE ARE ABLE TO OBTAIN APPROVAL OF WPB

R. H. BALDOCK

RECEIVED
JUL-14 1942
FOR FILING

RECEIVED
JAN 23 1942
FOR FILING

12-11cc

January 23, 1942

United Pacific Insurance Company
Jo Stroyan, Resident Agent
Board of Trade Building
Portland, Oregon

Gentlemen:

We are sending you today by express a fully executed copy of contract No. 2555 which was awarded to Rogers Construction Company by the State Highway Commission on December 27, 1941, covering 7.75 miles grading, surfacing and oiling on the South Unit, Enterprise-Forest Boundary Section of the Enterprise-Lewiston Highway, in Wallowa County.

Inasmuch as you are surety for the contractor on this job, we are sending you this copy of the contract for your records and files.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

RS

NOTED
D DeSart

RECEIVED
DEC 30 1941
FOR FILING

32-1106

R

7

December 29, 1941

Rogers Construction Co.
Box c-4
Dayton, Washington

Gentlemen:

We are sending you today, by express, four copies of contract No. 2555 which was awarded to you on December 27, 1941, by the State Highway Commission covering 7.75 miles grading, surfacing and oiling on the South Unit, Enterprise-Forest Boundary Section of the Enterprise-Lewiston Highway, in Wallowa County.

Will you kindly execute all four copies of this contract as to agreement and bond and return them to this office for approval by the State Highway Commission. When this has been done a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the paragraph on page 15 under section 6 of the printed General Provisions, relating to the Workmen's Compensation Act. You are expected to accept the terms of this Act and to carry on your work under this contract in strict conformance thereto.

Your attention is also called to the paragraph on the same page relating to the payment by the contractor of amounts due hospital associations, et cetera.

Very truly yours,
STATE HIGHWAY COMMISSION

By

AM Secretary

RECEIVED
MAY 6 1942
FOR FILING

32-1106

December 27, 1941

Rogers Construction Co.
Dayton, Washington

Gentlemen:

Confirming my telegram to you of this date, the State Highway Commission has today awarded you the contract for 7.75 miles grading, surfacing and oiling, also furnishing of 2,500 cu. yds. crushed rock in stock piles, on the South Unit of Enterprise-Forest Boundary Section of the Enterprise-Lewiston Highway, in Wallowa County. This award was based on your low bid of $123,299.40 submitted on December 18, 1941.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,
STATE HIGHWAY COMMISSION

By

AM Secretary

cc - Mr. Probert
Mr. Paxson

CLASS OF SERVICE DESIRED			
DOMESTIC		CABLE	
TELEGRAM		ORDINARY	
DAY LETTER		URGENT RATE	
SERIAL		DEFERRED	
OVERNIGHT TELEGRAM		NIGHT LETTER	
SPECIAL SERVICE		SHIP RADIOGRAM	

Patrons should mark class of service desired; otherwise the message will be transmitted as a telegram or ordinary cablegram.

COPY OF WESTERN UNION TELEGRAM

SALEM OREGON DECEMBER 27 1941

ROGERS CONSTRUCTION COMPANY

DAYTON WASHINGTON

STATE HIGHWAY COMMISSION AWARDED YOU TODAY CONTRACT FOR CONSTRUCTION OF SOUTH UNIT OF ENTERPRISE-FOREST BOUNDARY SECTION OF ENTERPRISE-LEWISTON HIGHWAY, WALLOWA COUNTY, BASED ON YOUR LOW BID SUBMITTED DECEMBER 18 1941. CONTRACT FORMS FOLLOW SHORTLY

H B GLAISYER SECRETARY
STATE HIGHWAY COMMISSION

12-1115 Soda Mountain-Silvies Sec.,
John Day-Burns Highway 1942

#2556

M. L. O'NEIL

12-1115

RECEIVED
JUL 15 1942
FOR FILING

AGENDA
APR 30 1942
M. L. O'NEIL

M. L. O'NEIL & SON

HIGHWAY CONTRACTOR
Stanfield
~~Jordan Valley~~, Oregon

April, 23 - 1942

Oregon State Highway Comm
Salem, Ore

Attention of Mr. Baldock -

Dear Sir.

With reference to the Soda Mountain - Silvies job in Grant Co. which was called off for the present. After giving the labor situation a complete study we have fully decided to be satisfied in every respect if the job is called off for all time.

Yours Very Truly
M. L. O'Neil & Son

REFERRED TO
~~Glasgow~~
By Chief Engineer
Agenda

RECEIVED
APR 24 1942

RECEIVED
JUN 12 1942
FOR FILING
12-1115

June 9, 1942

M. L. O'Neil & Son
Stanfield, Oregon

Gentlemen:

We are sending herewith, for your files, an executed copy of the agreement, dated June 4, 1942, cancelling the contract for grading, surfacing and oiling work on the Soda Mountain-Silvies Section (Contract No. 2556).

We appreciate very much your assistance in bringing this matter to an early conclusion.

Very truly yours,

R. H. Baldock
Chief Engineer

Encl.

A G R E E M E N T

THIS AGREEMENT made and entered into this twentieth day of May, 1942, by and between the STATE OF OREGON, by and through its State Highway Commission, hereinafter called the "State", party of the first part, and M. L. O'NEIL & SON, a partnership, consisting of M. L. O'Neil and Robert J. O'Neil, hereinafter called the "Contractor", party of the second part;

W I T N E S S E T H :

RECITALS:

1. The parties to this agreement heretofore, to wit: on the sixth day of January, 1942, entered into a written contract by which, for the consideration and upon the terms therein stated, the party of the second part agreed and contracted to perform the following highway work: Construction of 7.19 miles of highway on the Soda Mountain-Silvies Section of the John Day-Burns Highway in Grant County, State of Oregon, which said contract is identified in the records and files of the Highway Commission as State Highway Contract No. 2556.

2. Because of the national emergency, the Division of Industry Operations, War Production Board, on April 9, 1942, issued and made Order No. L-41, by which order the parties to said State Highway Contract No 2556 are in effect estopped from carrying out the provisions of said contract and are precluded from doing anything toward the accomplishment of said contract.

3. Subsequent to the action of the War Production Board as disclosed in its said Order No. L-41, dated April 9, 1942, there was made and issued by the War Production Board an order designated as Serial No. L-41-600, dated May 8, 1942, which among other things contained these provisions:

"(B) Pursuant to paragraph (b) (7) (ii) of Conservation Order No. L-41, you are hereby authorized to Begin Construction on Road Projects under your jurisdiction, provided, however, that you:

"(1) Prepare and file by the 10th day of each month, with the District Engineer of the U. S. Public Roads Administration through the State Highway Department of the State in which the Road Department is located, a report showing 'Estimate of Materials' required in order to complete all projects to which this Authority, No. L-41-600, applies and for which work orders were issued during the preceding calendar month. (Use Public Roads Administration Form PR-46.)

"(2) Shall not under this Authority No. L-41-600 Begin Construction on a Road Project which requires the incorporation of any steel reinforcing bars, steel culverts or structural steel, unless such steel is owned, or has been ordered, on or before the date of this Authority, by the Road Department or the contractor engaged to construct the Road Project.

"(C) This authorization assigns no preference rating to deliveries of materials to be used in the construction of any Road Project. Inability of the Road Department to procure without priority assistance material to complete any Road Project will not of itself be considered adequate grounds for issuance of a rating.

"(D) The Director of Industry Operations of the War Production Board may at any time order the Road Department to cease work upon any Road Project, construction of which has been begun pursuant to this Authority, if he determines that the prosecution of the war requires more urgently the use elsewhere of the labor, materials and construction machinery needed to complete the road construction previously authorized."

4. Because of the limitations fixed in said orders and because of uncertainties which are latent therein, the Contractor has, with the approval of the Highway Commission, elected to cancel and surrender State Highway Contract No. 2556.

NOW, THEREFORE, the premises being as stated generally in the foregoing recitals, it hereby is mutually agreed as follows:

1. It is recognized and conceded that by virtue of the said orders issued by the War Production Board the parties to said State Highway Contract No. 2556 cannot, during the emergency or until said orders are rescinded,

successfully or with any degree of economic safety carry on any work or accomplish any part of the project provided for in said State Highway Contract No. 2556.

2. In consideration of the mutual benefits which accrue to these parties the Contractor hereby agrees that said Contract No. 2556 may and the same shall, upon the execution of this agreement, be cancelled and the Contractor relieved of any and all obligation thereunder, and it is likewise agreed that the State, in consideration of the said cancellation and termination of contract, shall be and is released from any and all obligations with respect to said contract. In other words, the parties to said Contract No. 2556 shall be and are each and both restored to their respective positions or status prior to the call for bids and prior to the award of the contract.

3. Upon the execution of this agreement the Contractor shall surrender to the State Highway Commission for cancellation his copy of the said State Highway Contract No. 2556, and shall surrender also for like purpose the copy of said contract held by the surety on the performance bond which accompanied said contract, which copies when cancelled may be returned to the Contractor and the surety.

4. This agreement by these parties is made freely and voluntarily in the belief that, in view of the said orders of the War Production Board and in view of the national emergency, the cancellation and termination of said State Highway Contract No. 2556 is in the interests of these parties and likewise in the interests of the general public.

IN WITNESS WHEREOF, the parties hereto have subscribed their names and affixed their seals the day and year first above written.

APPROVED:

Chief Engineer

ATTEST:

Secretary

STATE OF OREGON, by and through its State Highway Commission,

By Henry L. Cabell
Chairman

By
Commissioner

By Herman Oliver
Commissioner

Party of the First Part

Executed in the presence of:

M. L. O'NEIL & SON

By M. L. O'Neil

By

Party of the Second Part

JWD:PW
5/20/42

RECEIVED
JUN 12 1942
FOR FILING

12-1115

June 8, 1942

Harvey Wells-Reed Insurance Agency
412 Failing Bldg.
Portland, Oregon

Attention: Fred C. Reed

Gentlemen:

We refer to your letter of June 1, concerning the M. L. O'Neil & Son contract for work on the Soda Mt.-Silvies Section of the John Day-Burns Highway in Grant County (Contract No. 2556).

By mutual agreement between M. L. O'Neil & Son and the Highway Commission, the contract referred to has been cancelled. A signed copy of the cancellation agreement is being sent to you herewith as evidence of termination of the surety company's obligation under the bond.

We asked Mr. O'Neil to have you return your copy of the contract for indication of cancellation, but such action is probably unnecessary and, if you desire to hold your copy, you may do so.

If any further action on our part is deemed necessary as a part of the legal termination of the contract and bond, please instruct us.

Very truly yours,

R. H. Baldock
Chief Engineer

cc M. L. O'Neil & Son
Stanfield, Oregon

Encl.

Great American Indemnity Company
New York

Harvey Wells - Fred C. Reed • General Agents
412 FAILING BUILDING - ATwater 7305 - PORTLAND, OREGON

June 1, 1942

Oregon State Highway Commission
Salem, Oregon

Re: Contract No. 2556
Soda Mountain-Silvies Sec.
of the John Day-Burns High-
way in Grant County.

Gentlemen:

We have a letter from M. L. O'Neil & Son requesting that we return to you our copy of the contract above captioned, and that you in turn will send us a release on the bond.

In view of your previous advises to the effect that there was to be some settlement made under this contract other than a complete release, we hesitate to comply with Mr. O'Neil's request.

We would appreciate your advises as to the present status of this contract, and if you desire any action on our part at this time to assist in termination thereof.

Very truly yours,

HARVEY WELLS-REED INSURANCE AGENCY

By Fred Reed

FCR
vp

RECEIVED
JUN 2 - 1942
STATE HIGHWAY COMMISSION

NOTED
H.B. GLANVER

Glanzer. I think that this is fully covered. See attached letter to Reed dated June 8.

LP

Harvey Wells - Fred C. Reed • General Agents
412 FAILING BUILDING - ATwater 7385 - PORTLAND, OREGON

MAY 8, 1942

RECEIVED
MAY 19..
L DEPT

ighway Commission

Attention: J.M. Deavers

thank you for your letter of May 6, rela-
atus of Contract No.2556, covering the con-
L. O'Neil & Son of the Soda Mountain-Silvies
John Day-Burns Highway in Grant County.

We understood from the information given to us by Mr. O'Neil that the contract was to be terminated without any work having been done or liability assumed. However, in view of the information contained in your letter, we appreciate that some liability would attach under our bond, and that it would not be in order to grant a full release.

Accordingly, we suggest that when settlement has been reached with Mr. O'Neil, that we be informed of the termination of the contract and the total amount of money paid the contractor. Inasmuch as the premium on a contract bond is adjusted in relation to the contract price, we will then be able to grant a return premium, probably retaining only the minimum premium prescribed in our rate manual.

Very truly yours,

HARVEY WELLS-REED INSURANCE AGENCY

By Fred Reed

FCR
vp

REFERRED TO
BY SECRETARY

Has Reed been paid the compensation?

Great American Indemnity Company New York

Harvey Wells - Fred C. Reed • General Agents

412 FAILING BUILDING - ATwater 7305 - PORTLAND, OREGON

MAY 8, 1942

RECEIVED MAY 9 1942 LEGAL DEPT

Oregon State Highway Commission
Salem, Oregon

Attention: J.M. Deavers

Gentlemen:

We wish to thank you for your letter of May 6, relative to the status of Contract No.2556, covering the construction by M.L. O'Neil & Son of the Soda Mountain-Silvies Section of the John Day-Burns Highway in Grant County.

We understood from the information given to us by Mr. O'Neil that the contract was to be terminated without any work having been done or liability assumed. However, in view of the information contained in your letter, we appreciate that some liability would attach under our bond, and that it would not be in order to grant a full release.

Accordingly, we suggest that when settlement has been reached with Mr. O'Neil, that we be informed of the termination of the contract and the total amount of money paid the contractor. Inasmuch as the premium on a contract bond is adjusted in relation to the contract price, we will then be able to grant a return premium, probably retaining only the minimum premium prescribed in our rate manual.

Very truly yours,

HARVEY WELLS-REED INSURANCE AGENCY

By Fred C. Reed

FCR
vp

REFERRED TO
BY SECRETARY

Has Reed [illegible] this information?

May 6, 1942

Harvey Wells-Reed Insurance Agency
412 Failing Building
Portland, Oregon

Attention: Mr. Fred C. Reed

Gentlemen:

Mr. Baldock and Mr. Claisyer have just discussed with me your letter of May 4, written to Mr. Claisyer as Secretary of the Highway Commission, concerning the bond given in connection with Contract No. 2556 for the Soda Mountain-Silvies Section of the John Day-Burns Highway in Grant County, and in your letter you inquire concerning a release of liability under the bond.

The Highway Commission is forced to join with several of its contractors in a mutual cancellation or termination of the contracts because of the order made by the War Production Board, and the respective contractors and the Highway Commission are attempting to work out an equitable adjustment.

In some instances the contractor has incurred no expense and therefore will suffer no actual loss by reason of a termination of the contract, while in other instances the situation is a bit different. With respect to the contract which is the subject of your letter I believe that the contractors have incurred an expense for which they should be reimbursed, at least in part, and we are now trying to work that out. I believe in connection with the O'Neil contract the only liability will be with respect to labor and material claims thus far incurred and labor and transportation charges which may be incurred in disposing of materials purchased and stored.

I think it would be better for all concerned if the bond is maintained in effect until the contractors in this particular instance can dispose of the materials and determine the amount for which adjustment should be made. When those facts are determined and all parties are ready to cancel the contract, then the bond can be cancelled and the surety company relieved of liabilities subsequent to that date, and the amount of the premium returned would be such amount as might be determined as unearned.

If this plan meets with your approval I would be glad to have you so advise the Commission.

Yours very truly,

JMD:AW

J. H. DEWERS

Great American Indemnity Company New York

Harvey Wells - Fred C. Reed • General Agents

413 FAILING BUILDING - ATwater 7305 - PORTLAND, OREGON

May 4, 1942

Mr. Herbert Glaisyer, Secretary
Oregon State Highway Commission
Salem, Oregon

Re: Contract #2556
Soda Mountain-Silvies Section,
John Day-Burns Highway, in Grant
County.

Dear Sir:

We have been advised by M. L. O'Neil & Son that the Highway Commission has terminated construction work on the above-described project due to the war emergency.

Inasmuch as there is in effect our Bond No. 183939, issued under date of January 20, 1942, we would appreciate a release of liability from the Oregon State Highway Commission of sufficient scope to enable us to terminate our bond and credit the contractor with a return premium thereon.

Will you kindly advise us in this respect?

Very truly yours,

HARVEY WELLS-REED INSURANCE AGENCY

By Fred C. Reed

FCR
vp

RECEIVED
MAY 5 - 1942
STATE HIGHWAY COMMISSION

RECEIVED
JUL 14 1942
FOR FILING

12-1115

SALEM
June 4, 1942

Agreements terminating contracts

Mr. A. E. Probst
Office Engineer

I am returning to you herewith three copies of each of the following agreements, cancelling certain state highway contracts

Agreement with Harris Bros. cancelling contract No. 2953

Agreement with H. L. O'Neil and Son cancelling contract No. 2956

Agreement with Rogers Construction Company cancelling contract No. 2958

Agreement with Rogers Construction Company cancelling contract No. 2924.

These were signed by the State Highway Commission on June 4, 1942. I have retained the original of each for the Commission's records and file.

[redacted] Secretary

Agr. filed in contract

NOTED
D.G. DeSart

RECEIVED
JUL 14 1942
FOR FILING

12-1115

Charge to the account of _____ $ _____

CLASS OF SERVICE DESIRED			
DOMESTIC		CABLE	
TELEGRAM		ORDINARY	
DAY LETTER	X	URGENT RATE	
SERIAL		DEFERRED	
OVERNIGHT TELEGRAM		NIGHT LETTER	
SPECIAL SERVICE		SHIP RADIOGRAM	

Patrons should check class of service desired; otherwise the message will be transmitted as a telegram or ordinary cablegram.

WESTERN UNION

1217-B

CHECK

ACCOUNTING INFORMATION

TIME FILED

R. B. WHITE, PRESIDENT
NEWCOMB CARLTON, CHAIRMAN OF THE BOARD
J. C. WILLEVER, FIRST VICE-PRESIDENT

Send the following telegram, subject to the terms on back hereof, which are hereby agreed to

SALEM, OREGON
APRIL 13, 1942

RECEIVED
JUL 14 1942
FOR FILING

M. L. O'NEIL & SON
STANFIELD, OREGON

WAR PRODUCTION BOARD CONSERVATION ORDER L-41, PROHIBITS STARTING HIGHWAY CONSTRUCTION PROJECTS FOR WHICH PREFERENCE RATING ORDERS HAVE NOT BEEN ISSUED. PLEASE THEREFORE DO NO WORK AND MAKE NO COMMITMENTS CONNECTION YOUR CONTRACT U.S.A. MOUNTAIN-SILVIES PROJECT UNLESS AND UNTIL WE ARE ABLE TO OBTAIN APPROVAL OF WPB

R. H. BALDOCK

RECEIVED
JAN 23 1942
FOR FILING

January 23, 1942

Great American Indemnity Company
Harvey Wells-Reed Insurance Agency
Failing Building
Portland, Oregon

Gentlemen:

We are sending you today by express a fully executed copy of contract No. 2556, which was awarded to M. L. O'Neil & Son by the State Highway Commission on January 6, 1942, covering 7.19 miles regrading, surfacing and oiling on the Soda Mountain-Silvies Section of the John Day-Burns Highway, in Grant County.

Inasmuch as you are surety for the contractor on this job, we are sending you this copy of the contract for your records and files.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

RS

NOTED
D. . DeSart

RECEIVED
JAN 23 1942
FOR FILING

12-1111

January 23, 1942

M. L. O'Neil & Son
Stanfield, Oregon

Gentlemen:

We are sending you today by express a fully executed copy of contract No. 2556 which was awarded to you on January 6, 1942, by the State Highway Commission covering 7.19 miles regrading, surfacing and oiling on the Soda Mountain-Silvies Section of the John Day-Burns Highway, in Grant County. This copy is for your records and files.

We are also sending an executed copy to the surety on your bond.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

RS

NOTED
D. DeSart

RECEIVED
JAN - 8 1942
FOR FILING

12-1115

January 7, 1942

M. L. O'Neil & Son
Stanfield, Oregon

Gentlemen:

We are sending you today, by express, four copies of contract No. 2556 which was awarded to you on January 6, 1942, by the State Highway Commission covering 7.19 miles of regrading, surfacing and oiling on the Soda Mountain-Silvies Section of the John Day-Burns Highway, in Grant County.

Will you kindly execute all four copies of this contract as to agreement and bond and return them to this office for approval by the State Highway Commission. When this has been done a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the paragraph on page 15 under section 6 of the printed General Provisions, relating to the Workmen's Compensation Act. You are expected to accept the terms of this Act and to carry on your work under this contract in strict conformance thereto.

Your attention is also called to the paragraph on the same page relating to the payment by the contractor of amounts due hospital associations, et cetera

Very truly yours,
STATE HIGHWAY COMMISSION

By

ER Secretary

NOTED
D DeSart

RECEIVED
MAR 28 1942
FOR FILING
12-1115

WESTERN UNION

January 6, 1942

S. L. O'Neil & Son
Stanfield, Oregon

Gentlemen:

Confirming my telegram to you of this date, the State Highway Commission has today awarded you the contract for 7.19 miles grading, surfacing and oiling, also furnishing of 2,000 cu. yds. crushed rock in stock piles, on the Soda Mountain-Silvies Section of the John Day-Burns Highway, in Grant County. This award was based on your low bid of $110,090.75 submitted on December 18, 1941.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,
STATE HIGHWAY COMMISSION

By

AM

Secretary

cc - S. M. Probert
G. E. Paxson

Sec confirmed

DOMESTIC		CABLE	
TELEGRAM		ORDINARY	
DAY LETTER		URGENT RATE	
SERIAL		DEFERRED	
OVERNIGHT TELEGRAM		NIGHT LETTER	
SPECIAL SERVICE		SHIP RADIOGRAM	

Patrons should check class of service desired; otherwise the message will be transmitted as a telegram or ordinary cablegram.

WESTERN UNION

1217-B

R. B. WHITE, PRESIDENT
NEWCOMB CARLTON, CHAIRMAN OF THE BOARD
J. C. WILLEVER, FIRST VICE-PRESIDENT

CHECK
ACCOUNTING INFORMATION
TIME FILED

Send the following telegram, subject to the terms on back hereof, which are hereby agreed to

SALEM OREGON JANUARY 6 1942

H. L. O'NEIL & SON
STANFIELD OREGON

STATE HIGHWAY COMMISSION TODAY AWARDED YOU CONTRACT FOR CONSTRUCTION OF SODA MOUNTAIN-SILVIES SECTION OF JOHN DAY-BURNS HIGHWAY, GRANT COUNTY, BASED ON YOUR LOW BID SUBMITTED DECEMBER 16 1941. CONTRACT FORMS FOLLOW SHORTLY

H B GLAISYER, SECRETARY
STATE HIGHWAY COMMISSION

Ltr Cc

January 6, 1942

NOTICE TO THE PRESS

State Highway Commission today awarded the contract for 7.19 miles grading, surfacing and oiling; also furnishing of 2,000 cu. yds. crushed rock in stock piles on the Soda Mountain-Silvies Section of the John Day-Burns Highway, in Grant County, to M. L. O'Neil & Son, Stanfield, Oregon, at their low bid of $110,090.75 submitted on December 18, 1941. There were no other bidders.

M. B. GLAISYER

110-1027 Wright Ranch-Milo Section
Tiller-Trail Secondary Hwy. 1942
#2557

RECEIVED
OCT 6 1949
FOR FILING

110-1027
2557

October 5, 1949

General Casualty Co. of America
Mansfield & Company, Agent
302 Lewis Bldg.
Portland 4, Oregon

Gentlemen:

Please be advised that State Highway Contract No. 2557 for work on the Wright Ranch-Mile Section of the Tiller Trail Highway, in Douglas County, was completed by the contractor, C. J. Elden, and that revised final payment in the amount of $7,013.20 will be made on or after October 15, 1949.

The State is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

For your information we wish to advise that the total contract amount is $75,490.09, and that no force account work was performed on the project. This contract was completed on September 3, 1949 and accepted by the Commission on October 12, 1949.

We are sending you this notice as you appear as surety on the bond furnished by the above contractor. Please acknowledge the receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: General Casualty Co. of America
General Insurance Bldg.
Seattle 5, Wash.

NOTED ON CARD
10-5-49 gl

RECEIVED
JUL 19 1949
FOR FILING
110-1027
2557

File

July 18, 1949

Mr. John H. Kelley
Attorney and Counselor at Law
Yeon Building
Portland 4, Oregon

Dear Sir:

This is in answer to your letter of July 7, regarding request for settlement under Contracts Nos. 2557 and 2789, C. J. Kloos.

I believe there is nothing on either of these contracts to adjudicate except the matter of classification, as the Commission has denied your claim on Contract No. 2557 for extra compensation for certain increases in cost due to war risks. On Contract No. 2789 we find no claim by you except as to classification.

The Department engineers can be available most any time after August 8, to go over the classification on the ground. I would appreciate being advised as to the date as soon as possible, in order that we may reestablish some of the center line stakes for the questionable cuts.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

cc Mr. H. C. Smith
Mr. K. D. Lytle

RECEIVED
JUL 11 1949
OREGON
STATE HIGHWAY COMMISSION

JOHN H. KELLEY
ATTORNEY AND COUNSELOR AT LAW
YEON BUILDING
PORTLAND, OREGON
④

July 7, 1949.

Oregon State Highway Commission,
Salem, Oregon.

Re: Request for Settlement under
Contracts No. 2557 and No. 2789,
C. J. Eldon.

Gentlemen:

During the years 1942 and 1943, C. J. Eldon performed Contract No. 2557, which was for the construction of the Wright Ranch-Milo Section of the Tiller-Trail Highway.

In June 1944, some nine months after the work had been completed, an estimate marked "Final" together with Form A-159 were sent to Mr. Eldon. The estimate and Form A-;59 were signed by Mr. Eldon under protest and returned to you with an outline of the objections taken.

In 1947, Mr. Eldon completed the Milo-Tiller Section of the Tiller-Trail Highway under contract No. 2789. There was an overlapping of the limits of these two contracts. The "Special Provisions" covering contract No. 2789 differed somewhat from the specifications covering contract No. 2557, as applied to the overlap.

In July 1947, an estimate designated as "Final" with Form A-159 was signed by Mr. Eldon with protest and returned to you with an outline of his objections, objections also were made as the progress estimates were submitted.

On October 31, 1946, at a conference in Salem with Mr. Baldock and others, a compromise was agreed upon in regard to claims under the Goshen-Pleasant Hill section of the Willamette Highway contract and the matter of reviewing the Wright Ranch-Milo section of the Tiller-Trail Highway (contract No. 2557) was talked over. It was proposed at that time by one of the engineers present that contract No. 2557 be held in abeyance until contract No. 2789 was completed and the differences arising from the two contracts be taken up at the same time.

Contract No. 2557 was completed in 1943, and contract No. 2789 was completed in 1947. No final settlement has been had. It seems that sufficient time has elapsed that the above contract be reviewed and settlement made without further delay.

Yours very truly,

JHK:Y

JOHN H. KELLEY.

RECEIVED
DEC 23 1944
FOR FILING

110-1027

December 22, 1944

Mr. C. J. Eldon
P. O. Box 5686, Kenton Station
Portland, Oregon

Dear Sir:

The final estimate voucher for the Wright Ranch-Nile contract, which was submitted to you for execution on about June 15, 1944, was returned to us on June 26, 1944, executed but with certain reservations written upon it. It was accompanied by a letter setting forth certain claims for additional compensation. On July 28, we replied to this letter giving our views of your claims and offering to inspect the situation on the ground in an endeavor to reconcile our differences.

Not having had a reply to our letter of July 28, we do not now know what your attitude in the matter is. However, in order that you may be in a position to close the matter out on the basis of the estimate, previously tendered to you, if you should wish to do so, we are sending herewith another copy of the final estimate voucher. Payment will be made on this voucher, if it is returned to us with the certificate on the back properly signed and the attached acceptance form properly subscribed and sworn to. Payment cannot be made, if the acceptance is signed "under protest" or with reservations of any kind.

Very truly yours,

R. H. Baldock
State Highway Engineer

SHP:GS

Encl.

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JUL 2 - 1944
FOR FILING

110-1027

July 28, 1944

Mr. C. J. Kldon, Contractor
3101 N. Columbia Street
Portland 3, Oregon

Dear Sir:

Your letter regarding the final estimate on the Wright Ranch-Hilo Section, Contract No. 2557, has been noted, and I have the following comments to make:

This, as well as all other jobs, was cross-sectioned very carefully and the cross sections platted so that a clear picture of the roadbed with the width of ditches can be seen on these plats. In addition, all computations made by the resident engineer are checked in the Salem office by a man who has been in charge of checking final estimates for the last twenty years and is very proficient in such work. These platted sections and notes on classifications have been returned to Mr. Whitmore. I suggest that you look them over in his office, and, if you think it necessary, Mr. Lytle would be glad to accompany you on a field inspection.

I note, however, all through your letter, that you disagree with the yardage, which may be accounted for since you are apparently basing your computations entirely upon the cross-section stakes and have no record of the breaks in the original ground which are shown in our notes but which cannot, of course, be marked on stakes in the field. As stated above, our computations have been carefully checked, and our estimates, of necessity, must be based upon them.

The cut from Station 683+05 to Station 684+50 has been classified 80% rock and 20% [illegible]. This cut, I have been advised, consists of shattered shale, a considerable portion of which was dug without shooting, and I am assured by Mr. Lytle that he personally classified all cuts on the job, including this one. It has never been my practice to consider a request for reclassification involving only one or two cuts. If you desire me or Mr. H. G. Smith to check the classification, we will go over the entire job, including the cuts mentioned.

If you will examine the platted cross sections you will find that all the extra ditching which you mention has been measured and included within the cross sections.

July 28, 1944

The entire amount of material moved at the big slide, whether material moved by your equipment or material which slid into the river during the slide, has been included in the estimate, since this cut, as well as other cuts, was remeasured after you finished.

The State Highway Commission has considered and denied your request for additional payment on RC-3 cutback asphalt to cover war tax on freight and amounts to $ per ton.

The delay in submitting your final estimate, which you criticize, was occasioned by your failure to submit a price for the barreling of the oil which you had left on hand. We finally became tired of waiting for your action in the matter and decided to release the final estimate without this item. There is nothing in the contract which requires the State Highway Department to purchase oil which the contractor has left on hand. As a convenience to the contractor, it has been our practice to do so at a price equivalent to that which we pay under our own purchasing arrangements, and to that end we have established a definite price which we allow the contractor for barreling. If you do not wish to accept this price we are not obligated, nor do we wish to purchase the oil which you have on hand, but we were accommodating enough to furnish you with barrels for the storage of this oil. If you do not wish to sell the asphalt at the price we offered to pay, please make arrangements with Mr. Lytle to return the barrels to us.

Very truly yours,

R. H. Baldock
State Highway Engineer

RHB:MI
cc Mr. H. C. Smith

RECEIVED
JUL 3 1944
FOR FILING

110-1029

June 29, 1944

C. J. Kidon claim - Contract No. 2559

Mr. H. G. Smith

Herewith statement of claim of C. J. Kidon. Will you please analyze it and give me your advice?

R. E. Baldock

REB:EI

RECEIVED
JUN 2 1944
FOR FILING

110-1027

June 19, 1944

General Casualty Company of America
Mansfield & Company
302 Lewis Building
Portland 4, Oregon

Gentlemen:

You are hereby notified that state highway contract No. 2557 for work on the Wright Ranch-Milo Section of the Tiller-Trail Highway, in Douglas County, has been completed by the contractor, C. J. Eldon, and that final payment in the amount of $2,433.74 will be made on or after June 29, 1944.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues, or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

For your information we wish to advise that the total contract amount is $70,910.63 and that no force account work was performed therein. This contract was completed on September 3, 1943 and accepted by the Commission on October 12, 1943.

This notice is served upon you since you appear as surety on the bond furnished by the contractor. Kindly acknowledge receipt of this letter.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By
Secretary

VH

RECEIVED
OCT 20 1943
FOR FILING

110-1027

Salem, Oregon
October 20, 1943

Mr. E. O. Smith, Construction Engineer
Mr. S. H. Probert, Office Engineer
DEPARTMENT

Dear Sirs

Please be advised that the Highway Commission has denied the request of C. J. Elden for reimbursement covering unanticipated costs in connection with his contract for construction of Wright Branch-Hilo Section of Tiller Trail Highway.

Very truly yours,

C. D. McCullough
Ass't. State Highway Engineer

MM:jm

RECEIVED
OCT 28 1943
FOR FILING

110-1037

October 19, 1943

31.

Mr. C. J. Eldon
P. O. Box 5686
Kenton Station
Portland, Oregon

Dear Sir:

Reference is made to your letter of September 10, 1943, relative to payment of war tax and extra costs of RC-3 asphalt used in connection with your contract No. 2557, for the oiling of the Wright Summit-Milo Section of the Tiller Trail Highway.

You asked the Highway Commission to reimburse you for these expenses which you did not anticipate at the time that you submitted your proposal for the work.

This matter had the attention of the State Highway Commission on October 12. It was the considered opinion of the Commission that every bidder on public contracts must assume some risks, and, in your particular instance, it appeared to the Commission that the conditions which brought about increased cost to you in connection with this job are among the risks that any bidder would be required to take.

In view thereof, the Commission found it necessary to deny your claim. I was instructed to inform you accordingly.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

HBG:HS

cc - S. H. Probert

FORM E-30 2M 5-43

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

AGENDA
OCT 12 1943
31

Salem, Oregon
September 29, 1943

SUBJECT:

To: Mr. R. H. Baldock,

O f f i c e .

Dear Mr. Baldock:

In answer to your letter of September seventeenth concerning the claim made by C. J. Eldon for reimbursement because of what he says were unanticipated costs in connection with his contract for the construction of the Wright Ranch-Milo Section of the Tiller-Trail Highway in Douglas County, it is my opinion that the items for which he claims or requests reimbursement are not reimbursable items.

There are some risks which every bidder on public contracts must assume, and, in my opinion, the conditions which brought about increased costs to C. J. Eldon are among the risks which courts hold a bidder must necessarily assume.

If you want to discuss this further, I will be glad to do so.

Yours very truly,

J. M. DEVERS

JMD:PW

REFERRED TO
Mr. Blaisyer
By Chief Engineer
attach to his claim
and put it on the agenda.

NOTE TO
DATE

M

Salem, Oregon
September 17, 1943

Mr. J. M. Devers
Chief Counsel
O f f i c e

Dear Sir:

I am enclosing a letter from C. J. Eldon, contractor on the Wright Ranch-Mile Section of the Tiller-Trail Highway in Douglas County, in which Mr. Eldon asks us to make allowance to him for two items of expense which have been brought upon him by the war situation.

One of the claims is for war tax assessed on freight payments. The amount of this one is $48.32. The other is for increased cost of RC-3 asphalt due to W.P.B. restrictions which prevented shipment of the asphalt by boat as had been intended when he took the contract. The amount of this one is $211.61.

We have always acted on the theory that there is no liability on the part of the State, to the contractor, for unanticipated expense resulting from wage and price increases, new or increased taxes, new restrictive legislation, or other causes beyond the control of ourselves and in no way associated with changes in plans or specifications. Now, however, in view of possible new elements injected by war conditions, it may be that there are new angles to the rights of contractors under their contracts. Therefore, before taking action on the claims referred to, I feel that I should have your well considered advice.

The contract in connection with which the claims are made was awarded on January 16, 1942, on a bid submitted on December 18, 1941, eleven days after Pearl Harbor. The war tax on freight payments and the W.P.B. restrictions on boat shipment of asphalt went into effect several months after the contractor submitted his bid.

No similar claims have yet been made by other contractors, but many of our contractors have been subjected to extra costs of like nature. If it should be found that the State is liable for such claims, the door will be open and a flood of them may be expected.

Very truly yours,

R. H. Baldock
State Highway Engineer

SHP:GS
Encl.

C. J. ELDON

Contractor

C
O
P
Y

P. O. Box 5686, Kenton Station
Portland, Oregon

September 10, 1943

Oregon State Highway Commission
Salem, Oregon

Subject: Bills covering War Tax and Extra Cost of Road Oil by reason of War Time Restriction
Contract No. 2557

Gentlemen:

I am enclosing herewith invoices, in duplicate, covering the War Tax imposed on the freight on the road oil used in the oiling of the Wright Ranch-Milo Section of the Tiller-Trail Highway, Contract No. 2557.

The Highway Commission, by petition to the Government, may have arranged to have this excise charge waived or refunded. This is the procedure that is being followed by the United States Engineer Corps.

There is also enclosed invoices, in duplicate, covering the excess cost of the RC-3 Asphalt used on this project.

The excess cost was occasioned by reason of the establishment by the War Production Board of restrictions which precluded the furnishing of the RC-3 Asphalt from Willbridge, Oregon. All the Oil Companies originally quoted this product F.O.B. cars Willbridge, Oregon.

The imposition of these restrictions necessitated purchasing the oil F.O.B. the cars at Martinez, California, and shipping to Myrtle Creek, Oregon, by all rail freight.

Yours very truly,

C. J. Elden (Sgd)

C. J. ELDON
CONTRACTOR

P. O. BOX 5686, KENTON STATION
Portland, Oregon

September 10, 1943.

Oregon State Highway Commission,
Salem, Oregon.

Subject;- Bills covering
War Tax and
Extra Cost of
Road Oil by reason
of War Time Restriction
Contract No 2557

Gentlemen-

I am enclosing herewith invoices, in duplicate, covering the War Tax imposed on the freight on the Road oil used in the oiling of the Wright Ranch-Milo Section of the Tiller-Trail Highway, Contract No. 2557.

The Highway Commission, by petition to the Government, may have arranged to have this excise charge waived or refunded. This is the procedure that is being followed bb the United States Engineer Corps.

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The imposition of these restrictions necessitated purchasing the oil F.O.B. the cars at Martinez, California, and shipping to Myrtle Creek, Oregon, by all rail freight.

Yours very truly,

C. J. ELDON

Bids Dec. 18, 1941
Award Jan. 16, 1942

RECEIVED
SEP 13 1943
OREGON
STATE HIGHWAY COMMISSION

Portland, Oregon
P. O. Box 5686 (Kenton Station)

September 10, 1943

Oregon State Highway Commission,
Salem, Oregon.

In Account With

C. J. ELDON
CONTRACTOR

To War Tax collected on the freight on the road oil used on the Wright Ranch-Milo section of the Tiller-Trail Highway, Contract No. 2557.

Car	SOOX 1101	Freight	$248.49	Tax	$ 7.45
	SOOX 1246	"	314.96	"	9.45
	GATX 4505	"	206.18	"	6.19
	SOOX 1248	"	319.36	"	9.58
	SOOX 1250	"	314.99	"	9.45
	GATX 4524	"	206.50	"	6.20
		Total War Tax			$ 48.32

292147 " = 141.0735 Tons

141.0735 Tons RC-3 Asphalt at $1.50 per ton = $211.61

Portland, Oregon
P. O. Box 5686 (Kenton Station)

September 10, 1943

Oregon State Highway Commission,
Salem, Oregon.

In Account With

C. J. ELDON
CONTRACTOR

To War Tax collected on the freight on the road oil used on the Wright Ranch-Mile section of the Tiller-Trail Highway, Contract No. 2557.

Car	SOOX 1101	Freight	$248.49	Tax	$ 7.45
	SOOX 1246	"	314.96	"	9.45
	GATX 4505	"	206.18	"	6.19
	SOOX 1248	"	319.36	"	9.58
	SOOX 1250	"	314.99	"	9.45
	GATX 4524	"	206.50	"	6.20
		Total War Tax			$ 48.32

SOOX 1250 " 76828 "

292147 " = 141.0735 Tons

141.0735 Tons RC-3 Asphalt at $1.50 per ton = $211.61

25.9.1

Portland, Oregon
P. O. Box 5686 (Kenton Station)

September 10, 1943.

Oregon State Highway Commission,
Salem, Oregon.

In Account With

C. J. ELDON
CONTRACTOR

To Increased cost of RC-3 Asphalt used in the oiling of the Wright Ranch-Mile Section of the Tiller-Trail Highway, Cont.# 2557.

Original Contract Price , f.o.b. Cars Willbridge	$12.50	Ton
Freight Willbridge to Myrtle Creek	4.20	"
Total	16.70	"

By reason of War time restrictions I had to pay F.o.b. cars Martines, Cal.	10.00	Ton
Freight Martines to Myrtle Creek	8.20	"
Total cost	18.20	

Net Excess cost $ 1.50 per Ton.

Car SOOX 1101	Weight	60607	lbs.
SOOX 1246	"	76829	"
SOOX 1248	"	77892	"
SOOX 1250	"	76828	"
		292147	" = 141.0735 Tons

141.0735 Tons RC-3 Asphalt at $1.50 per ton = $211.61

48.12

259.73

Portland, Oregon
P. O. Box 5686 (Kenton Station)

September 10, 1943.

Oregon State Highway commission,
Salem, Oregon.

In Account With

C. J. ELDON
CONTRACTOR

To Increased cost of RC-3 Asphalt used in the oiling of the Wright Ranch-Mile Section of the Tiller-Trail Highway, Cont.# 2557.

Original Contract Price , f.o.b. Cars Willbridge	$12.50	Ton
Freight Willbridge to Myrtle Creek	4.20	"
Total	16.70	"

By reason of War time restrictions I had to pay

F.o.b. cars Martines, Cal.	10.00	Ton
Freight Martines to Myrtle Creek	5.20	"
Total cost	15.20	

Net Excess cost $ 1.50 per Ton.

Car SOOX 1101	Weight	60607 lbs.	
SOOX 1246	"	76829 "	
SOOX 1248	"	77892 "	
SOOX 1250	"	76828 "	
		292147 "	= 141.0735 Tons

141.0735 Tons RC-3 Asphalt at $1.50 per ton = $211.61

RECEIVED
OCT 18 1943
FOR FILING

110-1027

October 18, 1943

Mr. C. J. Eldon
P. O. Box 5686, Kenton Station
Portland, Oregon

Dear Sir:

The State Highway Commission, at its meeting on October 12, 1943, granted you the extension of time requested, from August 31, 1942, to September 3, 1943, without penalty, in connection with contract No. 2557 for grading, surfacing and oiling on the Wright-Hamob Mile Section of the Tiller-Trail Secondary Highway, in Douglas County.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

EB
cc - E. B. Lytle

recorded
10/19/43
E.B.

RECEIVED
OCT 19 1943
FOR FILING

110-1027

October 18, 1943

General Casualty Company of America
Mansfield & Company
302 Lewis Building
Portland 4, Oregon

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to G. J. Eldon, on contract No. 2557, covering grading, surfacing and oiling on the Wright Ranch-Hilo Section of the Tiller-Trail Highway, in Douglas County. This payment, in the amount of $4,558.32, will be made on or after October 28, 1943. The retained percentage is $2,117.84.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues, or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

Kindly acknowledge receipt of this letter.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

EB

Recorded
E.B.

NOTED
RUTH SMITH

Sec-230

RECEIVED
OCT 9 1943
FOR FILING
REFERRED TO
6 Smith
By Chief Engineer
Please make
plan in
Jewel file.
110-1057

G. J. ELDON
CONTRACTOR

P. O. BOX 5686, KENTON STATION
Portland, Oregon

December 26, 1942.

Oregon State Highway Commission,
Salem, Oregon.

Subject- Wright's Ranch-Mile Sect.
Tiller-Trail Highway.
Contract No.3557

R. H. Baldock, Chief Engineer.

Dear Sir;

This letter is to acknowledge the receipt of your letter to me dated December 24th.

The boundary question was investigated sometime ago. Your Mr. Roberts and Mr. Gale have already given verbal permsion to extend the digging to the upper(easterly) end of the gravelbar. Mr. Wasco is digging down to the bottom of the bar, that is, as deep as it is practicable to go. Even at this my opinion is that there is an insufficient amount of crushable gravel to produce all the materials for the stockpiles. In that portion of the pit which had been excavated before the highwaters a considerable deposit of sand and gravel has been made. The deposit is so full of deleterious materials - small bits of wood,leaves, fine roots &c. - that cannot be removed without a floatation system that it is unfit for oil aggregates.

It is the intent to crush as much materials as it is practicable to get. Whether this supplies the stockpile requirements remains to be determined.

Your attention is directed to the conditions induced by the War Effort - The dearth of labor and the operations of the"Priority System" which hindered and at times almost stopped machinery repair. In as much as this condition can in no way be attributed to the Contractor let it be observed that the last paragraph of your letter is 'Ill-timed and not well taken.'

Yours very truly,

G. J. ELDON

G. J. Eldon

Dec. 24, 1942.

Mr. C. J. Eldon,
3101 No. Columbia,
Portland, Ore.

Dear Sir:

In answer to your letter of December 19th, concerning the gravel available on your contract for the Wright's Ranch-Mile Section of the Tiller-Trail Highway, #2557, beg to advise that I have obtained the following information from the field and I quote from the report of Mr. Lytle and Mr. Roberts:

"We have checked the upstream boundary of the gravel bar Eldon is using and find that the line taken in most of the bar and all at this stage of the river. Mr. Eldon, his men and Mr. Baker, the man the bar was purchased from, were under the impression that the upstream line was only a few feet above the ramp for the crushing plant."

"I believe there is sufficient gravel on the south side of the river where the plant is to complete the quantities specified to be crushed. I went over this with Mr. Wasco today and told him he could work all the upper end of the bar and that we would expect him to crush the total amount of the contract. He objected on the grounds that the material or a large part of it was so large that it plugged their crusher. He finally agreed that he could make some changes on the scalping screen and take out the largest boulders and would work deeper and all the upper part of the bar."

"We purchased a considerable area at this place and I am sure there is still enough left to complete the contract, although Eldon may have to take material from the lower part of the bar on the south side. His crusher is set up on the south side of the river."

Inasmuch as there is little prospect of being able to let additional contracts on the Tiller-Trail in the near future, we must insist

on the entire amount of maintenance material being produced as called for in the contract.

The contractor operating from a river bar must take the high water situation into account in his work and cannot expect the department to be lenient with him when he has failed to do so.

Expiration date of your contract was August 31st, and had the job been completed on time, you would have entirely avoided high water.

Yours very truly,

R. H. BALDOCK,
CHIEF ENGINEER.

Form E-1—936—4-43

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending September 11, 1943

Section Wright Ranch-Milo

Kind of work Grading-Surfacing-Oiling

Highway Tiller-Trail Secondary

Section prefix 110-1027

Contractor C. J. Eldon

Contract number 2557

Date of contract Jan. 16, 1942

Date of completion August 31, 1942

Date work started Feb. 17, 1942

Estimated date of completion ....., 19.....

Amount of contract $75,787.50

Per cent of time elapsed .....%

Estimated cost of completed project, exclusive of engineering $78,619.00

Per cent of contract completed, based on total contract price . . . . . 100 %

Engineering cost to date, $ 6267.05, 8.27 %

Date project was completed September 3, 1943

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

The stockpiles were remeasured, platted and figured.

RECEIVED
SEP 13 1943

NOTED
E. M.

Signed J. C. Clay

Address .....

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	6.17	6.17		6.17	
Miles partially completed					
Miles completed	6.17	6.17		6.17	
Total estimated quantities	48,000	29,000	2,600	193 Tons 1,400 C.Y.	
Estimated quantities moved or placed to date	48,000	29,000	2,600	178 Tons 1,450 C.Y.	
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

..... County, ...%; ..... County,.....%; ..... County, ...%; ..... County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors						-	

Equipment used during week: Shovels ....., Power graders ....., Rollers ....., Mixers ....., Crushing or screening plants.....

Compressors ....., Bulldozers ....., Sheep-foot rollers ....., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

STATE PRINTING DEPT.

Form E-1—SM—4-42

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending September 4, 19 43

Section Wright Ranch-Milo — *Kind of work* Grading-Surfacing-Oiling

Highway Tiller-Trail Secondary — *Section prefix* 110-1027

Contractor C. J. Eldon — *Contract number* 2557

Date of contract Jan. 16, 19 42 — *Date of completion* August 31, 19 42

Date work started Feb. 17, 19 42 — *Estimated date of completion* , 19

Amount of contract . . . . . $75,787.50 — *Per cent of time elapsed* %

Estimated cost of completed project, exclusive of engineering . . . . . $ 78,619.00

Per cent of contract completed, based on total contract price . . . . . 100 %

Engineering cost to date, $6147.39, 8.11 % — *Date project was completed* September 3, 19 43

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

The contractor completed hauling aggregates to stockpiles and dressing up piles on Friday. This completes work on the project. Notification of completion was mailed this date.

RECEIVED SEP 7 - 1943

NOTED

E. M. D.

Signed J. C. Chapman

Address J. C. Chapman Resident Engineer
Myrtle Creek, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	6.17	6.17		6.17	
Miles partially completed					
Miles completed	6.17	6.17		6.17	
Total estimated quantities	48,000	29,000	2,600	193 Tons 1,400 C.Y.	
Estimated quantities moved or placed to date	48,000	29,000	2,600	178 Tons 1,45 C.Y.	
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day			1		
Hours per shift			8		
Average force on project for week			5		

Percentages of men employed on contract to be secured from:

..... County, ...%; ..... County,.....%; ..... County, ...%; ..... County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ....., Power graders ....., Rollers ....., Mixers ....., Crushing or screening plants.....

Compressors ....., Bulldozers ....., Sheep-foot rollers ....., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Rain	Showers	
Monday	Clear	Clear	
Tuesday	Clear	Clear	
Wednesday	Clear	Clear	
Thursday	Cloudy	Clear	
Friday	Clear	Clear	
Saturday	Clear	Clear	

STATE PRINTING DEPT.

RECEIVED
JUL 26 1943
FOR FILING

110-1027

July 24, 1943

Mr. H. G. Smith

Please write to C. J. Hixon and advise him that the construction season has been advanced and find out what his plans are for completing Contract No. 2557 for the grading, surfacing and oiling of the Wright Ranch-Mile Section. This is in accordance with instructions from the State Highway Commission.

R. H. Baldock

RHB:HX

RECEIVED
AUG 20 1943
FOR FILING

AGENDA
JUL 6 1943

25-1

110-102.7

RECEIVED
JUL 6 - 1943
OFFICE OF
ENGINEER

July 3, 1943

110-1027

C. J. Eldon
Box 5665
Kenton Station
Portland, Oregon

Dear Mr. Eldon:

I wish to acknowledge your letter of June 30th relative to the asphaltic road oils to be used in connection with the Wright Ranch-Hilo Job.

I cannot speak for the Commission but it is my opinion that we cannot protect you from any price increases in oil or freight any more than we can protect you against the increased price of labor or any other materials.

Our deliveries of oil on State Jobs, for which we would probably not have any higher priority than you, have been nearly normal. Occasionally there has been a delay in shipment but as a rule we have not had any trouble whatsoever in securing deliveries.

We will expect you to start this work at once.

Very truly yours,

K. D. LITTLE
Division Engineer

KDL:G

cc: Smith, H. C.

I am sending a copy of Eldon's letter and suggest this matter be discussed with the Commission to see if it will sanction our calling in the Bonding Company to do the work in case Eldon stalls any more on this job. I feel that he is trying to becloud the issue and is fishing for some way to get out of doing the work.

KDL

RECEIVED

Portland, Oregon
June 30, 1943

K.D. Lytle, Division Engineer,
Oregon State Highway Commission,
Roseburg, Oregon

Subject: - asphaltic road oils

Dear Sir;-

When I got back to my office this morning from the Goshen-Pleasant Hill project I had on my desk a letter from The Shell Oil Company giving their prices and conditions for the required road oil for the Goshen-Pleasant Hill and the Wright Ranch-Mil Road contracts. A copy of this letter is made and enclosed for your information.

You will note that deliveries are restricted to full tank car lots. That the deliveries are not definite but subject to various conditions and contingencies; that prices do not include contingent taxes and sur-charges; that delivery may be on the apportionment basis. I do know that there is to be added a 3% freight tax.

In view of the conditions cited it is my idea that the entire requirement for the Wright Ranch-Milo project should be ordered shipped at once time. The waiting period between the first and second applications may be shortened, thus reducing demurrage and the cost of holding the crew idle. This assuming that full shipment can be had. It also seems proper that your contractor should be protected to the amount of any extra cost involved.

As to time required for delivery Mr. Amort stated that it required eleven days to obtain one car of oil for the Airport at Tillamook. They have a very hgigh priority. He did not venture an estimate of time for the Milo job.

Yours very truly,

C. J. Eldon

COPY

June 22, 1943

Mr. C. J. Eldon
3101 N. Columbia Boulevard
Portland, Oregon.

Dear Sir-

We are pleased to quote you our prices f. o. b. Martinez in the following quantities of Asphaltic materials required for use in completing the contracts which you hold for work on the Goshen-Pleasant Hill Section of the Willamette Highway and Wright Ranch-Milo Section of the Ti ler-Trail Secondary Highway.

QUANTITY	GRADE	PRICE PER TON
Goshen-Pleasant Hill Section		
90 tons	RC 3	$10.00 per ton, tank car.
Wright Ranch-Milo Section		
105 Tons	RC 3	$10.00 per ton, tank car
88 Tons	201-300	9.50 per ton, tank car

The above prices are quoted subject to the following conditions:

Delivery shall be made in full tank car quantities into tank cars either (at our option) f.o.b. Marinez or f.o.b. such other point or points as we may be required to designate. In case we elect to ship from a point other than that listed above, the price payable by you for such shipment shall be equalized so that the price which you pay, plus rail freight to desination, shall not exceed the price, plus rail freight to destination, applicable for the point designated herein.

Any tax not included in the prices quoted herein which is or may be payable on or in connection with the production, manufacture, storage, distribution, sale or delivery of the products herein mentioned, shall be added to such prices and shall be paid by you in addition thereto. We do not undertake to be responsible for any failure or delay in making deliveries due in whole or in part, directly or indirectly, to any cause, or condition of whatsoever nature beyond out control, and in case of any shortage of products or means of transportation due to any such cause, we reserve the right inour discretion to apportion our available supplies among our various customers in such manner as we shall determine.

Acceptance of this order should be made by signing and returning to us duplicate copy enclosed herewith.

COPY

Yours very truly,
SHELL OIL COMPANY, INCORPORATED
Wholesale Manager

RECEIVED
MAY 12 1943
PORTLAND

110-1027

May 10, 1943 (?)

Application No. 124 -
Revised

Mr. W. H. Lynch,
District Engineer,
Public Roads Administration,
P. O. Box 3900,
Portland, Ore.

Dear Sir:

Please find enclosed four copies of Form B-1, Application for Certificate of Necessity of Use of Bituminous Road Material required on the Wright Branch-Mile Section of the Tiller-Trail Highway, State project No. 2597 in Douglas County.

This is a revised copy of Application No. 124, and shows the use of 125 tons of cutback asphalt as requested in your letter of May 8th. Due to the heavy log haul the existing base is loose and ruts badly. A heavy prime coat of cutback is required to prepare the roadbed for the mix mat wearing surface.

Yours very truly,

R. H. BALDOCK,
State Highway Engineer.

RECEIVED

110-1024

May 5, 1943.

Bituminous Application
No. 124

Mr. W. H. Lynch,
District Engineer,
Public Roads Administration,
P. O. Box 3900,
Portland, Ore.

Dear Sir:

In reply to your letter of April 30th, with reference to bituminous macadam application #124, which covers 193 tons of bituminous road material required to complete construction of the Wright Ranch-Mile Section of the Tiller-Trail Highway in Douglas County, known as Oregon State Highway Contract #2557.

This contract which covers the grading, surfacing and oiling of 6.17 miles of the Tiller-Trail Highway, was bid and awarded January 16, 1942, and work was started February, 17, 1942. All the work with the exception of the oil mat wearing surface has been completed. The aggregate required for the oil mat wearing surface has been produced and is in stockpile.

The contract is approximately 90% complete and the oiling representing 10% is the only part not completed.

Blanket preference rating P 100 with an A-10 preference rating applied to this project, which was financed by the Oregon State Highway Commission.

The pit-run gravel surfacing keyed with crushed gravel was designed for a sub-base for the oil mat wearing surface and is not suitable for traffic without the oil mat wearing surface. This section of highway is under heavy logging traffic and the surfacing becomes rutted and rough and is very difficult to maintain. The loose gravel is injurious to tires and impedes traffic. The oil mat wearing surface specified will bind the loose gravel in place and provide a smooth, fast surface.

Application No. 124 should be approved so that this project can be completed this Spring.

Yours very truly,

R. H. BALDOCK,
State Highway Engineer.

H

RECEIVED
APR 1
FOR FILING

110-1027

April 14, 1943

Shell Oil Company
1220 S. W. Morrison
Portland, Oregon

Attention: Frank J. Hurner, Division Credit Mgr.

Gentlemen:

In reply to your inquiry of March 29, 1943, I wish to advise that C. J. Elden's contract, No. 2557, is approximately 75% complete, and the contractor has been paid $54,795.67 to date.

Very truly yours,

AM

Secretary

RECEIVED
APR 14 19
FOR FILING

110-1027

April 12, 1943.

Mr. W. E. Lynch,
District Engineer,
Public Roads Administration,
P. O. Box 3900,
Portland, Ore.

Dear Sir:

In reply to your letter of April 10th, with reference to application No. 124 for Certificate of Necessity of Use of Bituminous Road Materials for the construction of 6.17 miles of bituminous material on State contract #2557, The Wright Ranch-Mile Section of the Tiller-Trail Highway.

The improvement of this highway is essential to the War Program as the old roadbed did not stand up under the heavy logging traffic. The roadbed was widened and straightened and the drainage was improved. The surfacing consists of 9 inches of pit run gravel layed with 2 inches of crushed gravel. This surface without the oil mat surface will rut and be very difficult to maintain. Logging trucks will be impeded and the coarse pit run rock will be very injurious to tires.

The light oil mat surface O-30 will bind the surfacing material and provide a smooth fast surface for the logging trucks and will prevent ravelling and rutting which will save extensive maintenance.

This project has been designed to use the minimum amount of bituminous road materials practical for the traffic involved.

Application No. 124 should be approved so that this very essential project can be completed.

Yours very truly,

R. H. BALDOCK,
State Highway Engineer.

H

RECEIVED
APR 1 1943
FOR FILING

110-1027

April 8, 1943.

BHe-Application No.124

Mr. W. H. Lynch,
District Engineer,
Public Roads Administration,
P. O. Box 3900,
Portland, Ore.

Dear Sir:

Please find enclosed four copies of Form B-1, Application for Certificate of Necessity of use of Bituminous Road Material required on the Wright Ranch-Mile Section of the Tiller-Trail Highway, State project # 2557 in Douglas County.

Yours very truly,

R. H. BALDOCK,
State Highway Engineer.

H

RECEIVED
MAR 2 2 19[illegible]
FOR [illegible]

110-1027

Salem
March 19, 1943

California Oregon Power
Company Agreement.

Mr. H. G. Smith:

I am attaching hereto an unexecuted copy of an agreement between the Highway Commission and the California Oregon Power Company covering the relocation of the power company's electric line along the Tiller-Trail Highway.

If Mr. Lytle has not been advised of this will you please call it to his attention.

C. B. McCullough

JM:OA

RECEIVED
JAN 12 1943
FOR FILING

110-1027

January 11, 1943

Shell Oil Company
1220 S. W. Morrison
Portland, Oregon

Attention: Frank J. Hurner, Division Credit Manager

Gentlemen:

In reply to your inquiry of January 8, 1943, I wish to advise that O. J. Eldon's contract No. 2557 is approximately 82 per cent complete and he has been paid $46,734.16 on this job, up to November 15, 1942.

Very truly yours,

Secretary

SHELL OIL COMPANY
INCORPORATED
1220 S.W. MORRISON STREET
PORTLAND, OREGON

TELEPHONE ATwater 7321

January 8, 1943

Oregon State Highway Commission
Salem, Oregon

Attention: Mr. Glaisyer

Gentlemen:

Re: J. C. Eldon
Contract #2557

It will be appreciated if you will tell us on what date this contract was completed and accepted by your office, or if the contract is not finished, please advise the percentage of completion and the amount of money paid to the contractor.

A self-addressed envelope is enclosed for your convenience.

Very truly yours,

SHELL OIL COMPANY
Incorporated

FRANK J. HURNER
Division Credit Manager

FJH:GL
Encl.

RECEIVED
SEP 21 1942
FOR FILING

110-1027

September 21, 1942

Shell Oil Company
1220 S. W. Morrison
Portland, Oregon

Attention: Frank J. Sumner

Gentlemen:

In reply to your inquiry of September 17, 1942, we advise that J. G. Elden's contract, No. 2557, is approximately 64 per cent complete. The contractor has been paid $37,855.35.

Very truly yours,

AM Secretary

RECEIVED
JUL 30 1942
FOR FILING

110-1027

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Ore.
July 25, 1942.

Subject: Record of Assignment #1798

#1798 To: Mr. C. B. McCullough,
Assistant Chief Engineer,
Office.

NOTED
Asst. State Highway Engineer

Cross Referenced To
Adm
Insurance
Property Damage

Dear Sir:

With reference to record of assignment #1798, Walter F. Malin's complaint for damages caused by the construction on the Tiller Trail Highway, I am attaching a copy of a letter from Mr. Lytle and copy of a report from Mr. Whitmore, which I believe are self explanatory.

With reference to Item #1, the water pipe was installed under permit #1339 under the terms of which the Highway Department could have required the owner to lower the pipe at his own expense. However, the work was done by the contractor without cost to the owner.

I cannot see that the method of making the connection would interfere with the flow of water - in fact it would be less than it would have been had the extra elbow and vertical riser been installed.

From the report I cannot see that Mr. Malin has any cause for complaint or damage against the state or the contractor.

Yours very truly,

H. G. SMITH,
Construction Engineer.

By Chas E Low
Chas. E. Low,
Construction Office Engineer.

CEL/H

COPY

FORM S-30 30M 12-41

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
July 23, 1942.

Subject: Malin Complaint
Tiller-Trail Hwy.

To: Mr. H. G. Smith
Construction Engineer

Dear Sir:

Reference is made to Mr. Low's letter of July 16th relative to the complaint made by Walter F. Malin above Days Creek on the Tiller-Trail Highway. Mr. Whitmore was asked for a report on this and a copy of it is attached.

The water pipe referred to was installed under permit issued to Fred W. Bigham, Days Creek, on July 11, 1940. I cannot see why, under the terms of the permit, we should bear any responsibility in regard to this facility.

Very truly yours,

(signed) K. D. LYTLE

Division Engineer

KDL:G
enc

COPY

FORM E-20 30M 12-41

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Canyonville, Oregon
July 21, 1942

Subject: Malin Complaint,
Wright Ranch-Mile Job

To: Mr. K. D. Lytle

Dear Sir:

Following is report of situation referred to in complaint of Mr. Walter F. Malin of Days Creek, Oregon.

1. His water line takes out of a creek above the highway and crosses the roadway at Station 761/65, from north to south. Inside his fence on southerly side it Tied into a line at right angles of course, which lays on top of ground, and takes water easterly to house and westerly to barn or irrigation.

As we had a two foot cut at crossing we trenched back from roadway and across roadway and lowered the pipe using no new material except a short length of pipe. We sloped the pipe up from the road side of fence out of our trench to connect his pipe inside the fence which is on top of ground. Had he lowered his pipe inside the fence we would have lowered our part we moved to conn ect it.

He now wants us to lower entirely to the fence and thru it and put a vertical piece up to join his line and says he will lower his part when he has time. Looks like he should lower his own line first so that we can connect direct without any vertical piece which would make two 90° connections, or turns, and be a temporary arrangement and the vertical piece and elbow needed would be extra pieces lost to us when he lowers his pipe. I told him that if he would lower his pipe inside fence we would connect straight to it but we otherwise would make connection where it was on top of ground.

2. He says the big fill westerly from pipe line crossing is spilling over property line and damaging property. This is just not so.

3. No driveway to barn. He has a gate thru fence which we did not notice but made approach to gate upon request of Mr. Malin.

4. Rock blasted into premises. We anticipated trouble with flying rock here and took all possible precautions and immediately after shot the contractor had men in picking up scattered pieces. Total of 32 man hours according to timekeeper and they cleaned it up.

5. Concrete pipe installation. We installed an 18" concrete pipe culvert at station 759/40, a natural draw, but there is seldom runoff there and to date no damage whatever has been done and I anticipate none, at any time. In any case it is natural depression.

During the time we were performing work along this place Mr. Malin had no comments or complaints at all and it has been some time since most of it has been done.

Very truly yours,
(signed) P.P.Whitmore

RECORD OF ASSIGNMENT 179

DESCRIPTION: Mr. Walter F. Malin complains of damage to his property in the construction of the highway east of Days Creek.

DATE: 7/15/42 ASSIGNED TO: H. G. Smith

FOR (Investigation and report to this office
(Reply direct with copy to this office
(Return with drafted reply
(Comment or recommendation and return to this office
(Investigation and such action as is necessary
(

REPORT RECEIVED:

REMARKS:

Cross Referenced To
Adm
Insurance
Property Damage

[redacted], Oregon, has consulted us in regard to the damage which has been and is being done him in the construction of a road you are building easterly from Days Creek, and which we are informed is a job being done for the State Highway Commission. Mr. Malin holds a leasehold interest on the lands belonging to Fred W. Bigham about eight miles above Days Creek through which this road passes. In the construction of the road he has been damaged very materially in the following matters:

1. A pipe line across the roadway which supplies his house and barn with water and is also used for irrigation purposes has been lowered and then bent upward to the surface of the ground near the fence, so that the flow of water is checked and the pipe will fill with silt and materially damage both the flow of water and its quality.

2. The big fill made by you westerly from the above mentioned pipe line is spilling over onto the property and damaging the same.

3. In the construction of the roadway no driveway has been made to the barn of Mr. Malin, and it is impossible to get from the barn to the highway. He has already been damaged to a considerable amount not only by the inconvenience, but from the fact that he has been unable to fill his barn with hay.

4. Rock from your blasting operations was scattered over the premises in large quantities, and not removed by you. Mr. Malin has already spent more than $10.00 in time in removing this rock.

RECEIVED

RECEIVED
FOR FILING

110-1001

REFERRED TO
By Chief Engineer

July 8, 1942

Cross Referenced To
Claim
Insurance
Property Damage

Mr. C. J. Eldon
Days Creek
Oregon

Dear Sir:

Mr. Walter F. Malin of Days Creek, Oregon, has consulted us in regard to the damage which has been and is being done him in the construction of a road you are building easterly from Days Creek, and which we are informed is a job being done for the State Highway Commission. Mr. Malin holds a leasehold interest on the lands belonging to Fred W. Bigham about eight miles above Days Creek through which this road passes. In the construction of the road he has been damaged very materially in the following matters:

1. A pipe line across the roadway which supplies his house and barn with water and is also used for irrigation purposes has been lowered and then bent upward to the surface of the ground near the fence, so that the flow of water is checked and the pipe will fill with silt and materially damage both the flow of water and its quality.

2. The big fill made by you westerly from the above mentioned pipe line is spilling over onto the property and damaging the same.

3. In the construction of the roadway no driveway has been made to the barn of Mr. Malin, and it is impossible to get from the barn to the highway. He has already been damaged to a considerable amount not only by the inconvenience, but from the fact that he has been unable to fill his barn with hay.

4. Rock from your blasting operations was scattered over the premises in large quantities, and not removed by you. Mr. Malin has already spent more than $10.00 in time in removing this rock.

5. Your eighteen-inch concrete tubing for drainage has been so contructed that it will empty water onto the land of Mr. Malin practically ruining the land for pasturage or crops.

Mr. Malin does not desire to make any profit out of the contruction of this road, but he does want to be made whole in his losses. If you will consult with him, it would seem that these matters could be remedied before you leave the job. If this is not done, this letter will further notify you that Mr. Malin will be compelled to look to you and the State Highway Commission for compensation for the damages done his property.

Very truly yours,

RICE & ORCUTT

ANO:lp

cc State Highway Commission
Salem, Oregon

RECEIVED
APR 13 1942
FOR FILING

110-1027

Salem
April 11, 1942

Agreement with South Umpqua
Telephone Company

Mr. S. H. Roberts

We hand you herewith a fully executed copy of an agreement between the State Highway Commission and the South Umpqua Telephone Company which provides for the moving of certain telephone poles on the Tiller Trail Secondary Highway. Also attached is a voucher signed by the secretary of the above company. The Highway Commission has authorized payment in accordance with the provisions of the agreement.

One copy of this agreement has been forwarded to the telephone company and Mr. Gillmyer has retained one for his files.

R. H. Baldock

JM:CA
cc: H. G. Smith

RECEIVED
APR 10 1942
FOR FILING
110-10-7

SALEM
April 9, 1942

Agreement with South Umpqua
Telephone Company

Mr. C. B. McCullough
Assistant Chief Engineer
O F F I C E

I am handing you herewith, for further disposal, two copies of an agreement between the State Highway Commission and the South Umpqua Telephone Company, covering the moving of telephone poles on the Tiller-Trail Secondary Highway.

I am also handing you herewith a voucher signed by the secretary of the Telephone Company. The Commission has authorized payment in accordance with the provisions of the agreement.

I have retained the original of this agreement for the Commission's records and files, and have forwarded one fully executed copy to the Telephone Company. You will note that this was signed by the Commission on April 2.

AM:MM

Secretary

RECEIVED
APR 10 1942
FOR FILING

110-1027

April 9, 1942

South Umpqua Telephone Company
Days Creek, Oregon

Gentlemen:

I am handing you herewith a fully executed copy of an agreement between the State Highway Commission and the South Umpqua Telephone Company, covering the moving of telephone poles on the Tiller-Trail Secondary Highway.

This is for your records and files.

Very truly yours,

Secretary

Att.

RECEIVED
APR 9 1942
FOR FILING

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
April 8, 1942

110-1027

Subject: Tiller-Trail Hwy.

NOTED
State Highway Engineer

To:

R. H. Baldock
Chief Engineer

Dear Sir:

I acknowledge receipt of your letter of the 6th relative to keeping the Tiller-Trail Highway open.

On April 2d the road was closed by a slide which occurred a short distance above Milo, where we are widening the highway. The slide came down and went across the road to such an extent that it required over a half day to open the road to travel.

It was not the fault of the contractor but was one of those things that happen despite all efforts to prevent it.

Mr. Gill wrote me about it and am sending a copy of my reply herewith.

Very truly yours,

K. D. LYTLE
Division Engineer

enc

- 2

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
HURON W. CLOUGH, CANYONVILLE

H. S. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

C. S. McCULLOUGH
ASSISTANT HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

IN REPLY PLEASE
REFER TO FILE NO.

April 8, 1942

D.W. Gill
Canyonville
Oregon

Dear Mr. Gill:

I wish to acknowledge your letter of April 4th relative to the closure of the Tiller-Trail Highway on April 2d.

This closure was due to a large slide that occurred where we were widening the highway a short distance above Milo.

Despite care taken by the contractor, it was not possible to keep this material from coming down off the hill and across the road. We are sorry this happened but it was one of these things that occur regardless of our efforts to prevent it.

We are about thru working at this point and I do not think there will be any more closures of the highway.

Very truly yours,

K. B. LYTLE
Division Engineer

cc: Baldock, R. H.

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APR 7 1942
FOR FILING

110-1027

Salem, Oregon
April 6, 1942

Tiller-Trail Road

Mr. K. D. Lytle
Division Engineer
State Highway Department
Roseburg, Oregon

Dear Sir:

Herewith copy of a letter addressed to the Honorable Warren W. Clough, State Highway Commissioner, Canyonville, with relation to the Tiller-Trail road. While we always try to keep construction open for ordinary traffic, I can see wherein it would be quite difficult to do so for heavy log loads.

Please advise the circumstances and advise what you are doing.

Very truly yours,

R. H. Baldock
Chief Engineer

RHB:EH
cc Mr. Warren W. Clough

J. PAUL CAMPBELL LUMBER COMPANY

MANUFACTURERS

DOUGLAS FIR - SUGAR PINE

TELEPHONE 235

Canyonville, Oregon

April 3, 1942

Mr. Byron A. Clough
State Highway Commission
Canyonville, Oregon

Dear Sir:

We wish to protest the way the road job is being handled between Mile and Miller in so much as it is not being kept open and no detour provided.

We obtain our logs from above here and they must use this road in order to keep us supplied. The log trucks were unable to get in yesterday at all and it was noon today before they arrived at the mill. It was therefore necessary to close down as of noon today. This has happened before but after talking to Mr. C. J. Hilton's superintendent on the job felt the situation might improve. It now seems that if something isn't done we are going to have to close down our operation.

We have several cars of lumber for the Medford Cantonment which they need right away and which it is impossible for us to furnish unless we can get our logs over this road.

We will appreciate your going into this matter for us and see if something can be worked out.

Yours truly,

J. P. Campbell Lbr. Co.

cc/ C. J. Hilton
State Highway Commission

RECEIVED
APR - 1942

RECEIVED
MAR 28 1942
FOR FILING

110-1027

AGENDA
JAN 21 1942
4f

January 16, 1942

Mr. C. J. Eldon
Box 5686
Kenton Station
Portland, Oregon

Dear Sir:

Confirming my telegram to you of this date, the State Highway Commission has today awarded to you the contract for grading, surfacing and oiling; also rock production, on the Wright Ranch-Hile Section of the Tiller-Trail Secondary Highway in Douglas County. This award was based on your low bid of $75,787.50, submitted on December 18, 1941.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

cc - S. H. Probert
C. S. Pearson

Secretary

let confirmed

KM

CLASS OF SERVICE DESIRED			
DOMESTIC		CABLE	
TELEGRAM	V	ORDINARY	
DAY LETTER		URGENT RATE	
SERIAL		DEFERRED	
OVERNIGHT TELEGRAM		NIGHT LETTER	
SPECIAL SERVICE		SHIP RADIOGRAM	

Patrons should check class of service desired; otherwise the message will be transmitted as a telegram or ordinary cablegram.

COPY OF WESTERN UNION TELEGRAM

SALEM, OREGON, JANUARY 16, 1942

C. J. ELDON
BOX 9686
KENTON STATION
PORTLAND, OREGON

STATE HIGHWAY COMMISSION AWARDED YOU TODAY CONTRACT FOR GRADING, SURFACING AND OILING THE WRIGHT RANCH-MILO SECTION OF TILLER-TRAIL SECONDARY HIGHWAY IN DOUGLAS COUNTY BASED ON YOUR LOW BID SUBMITTED ON DECEMBER 16, 1941. CONTRACT FORMS FOLLOW SHORTLY.

H. B. CRAISTER SECRETARY
STATE HIGHWAY COMMISSION

Files.

Ltr confirmed

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

NOTED
D. . DeSart

RECEIVED
FEB 2 1942
FOR FILING

110-1027

January 31, 1942

Mr. C. J. Eldon
Box 5686, Kenton Station
Portland, Oregon

Dear Sir:

We are sending you today by express a fully executed copy of contract No. 2557, which was awarded to you on January 16 by the State Highway Commission, covering grading, surfacing and oiling on the Wright Ranch-Milo Section of the Tiller-Trail Secondary Highway in Douglas County. We are also sending an executed copy to the surety on your bond. This copy is for your records and files.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

[redacted]

NOTED
D. . DeSart

RECEIVED
FEB 2 1942
FOR FILING

110-1027

January 31, 1942

General Casualty Company of America
Mansfield & Company
302 Lewis Building
Portland, Oregon

Gentlemen:

We are sending you today by express a fully executed copy of contract No. 2557, which was awarded to C. J. Eldon by the State Highway Commission on January 16, 1942.

Inasmuch as you are surety for the contractor on this job, we are sending you this copy of the contract for your records and files.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

RS

D. . DeSart

RECEIVED
JAN 19 1942
FOR FILING

110.1027

January 17, 1942

Mr. C. J. Eldon
Box 5686, Kenton Station
Portland, Oregon

Dear Sir:

We are sending you today by express four copies of contract No. 2557 which was awarded to you by the State Highway Commission on January 16, 1942, covering grading, surfacing and oiling of the Wright Ranch-Mile Section of the Tiller-Trail Secondary Highway, in Douglas County.

Kindly execute all four copies of this contract as to agreement and bond and return them to this office for approval by the State Highway Commission. When this has been done a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the paragraph under Section 6, page 15, of the printed general provisions, relating to the Workmen's Compensation Act. You are expected to accept the terms of this act and to carry on your work under this contract in strict conformance thereto.

Your attention is also called to the paragraph on the same page, relating to payment by the contractor of amounts due hospital associations, et cetera.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

MS

NOTED
D. DeSart

110-1027

pending

RECEIVED
JAN 17 1942
FOR FILING

See Bullock

O Re amount of contract - Wright Ranch - Mike - C. J. Elson - $75,787.50 - State Project.

2-3404 Alsea Maintenance Shed Construction
1942
#2558

RECEIVED
APR 25 1942
FOR FILING

2-3404

April 24, 1942

United Pacific Insurance Co.
Scellars & Foley, Inc.
Ladd & Bush Bank Building
Salem, Oregon

Gentlemen:

You are hereby notified that State Highway contract No. 2558 for construction of the Alsea maintenance building, in Benton County, has been completed by the contractor, Arthur T. Fox, and that final settlement will be made on or after May 4, 1942.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you since you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the contractor in connection with this contract will be $2,528.93, including final payment, and that no force account work was performed therein. This contract was completed on April 6, 1942, and will be presented to the Commission for acceptance April 30, 1942.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

[redacted]

NOTED
D.Q.DeSart

RECEIVED
FEB 4 . 1942
FOR FILING

2-3414

February 3, 1942

Mr. A. T. Fox
1065 South Liberty Street
Salem, Oregon

Dear Sir:

We are handing you, herewith, a fully executed copy of contract No. 2558, which was awarded to you on January 21, 1942, by the State Highway Commission, covering construction of a frame maintenance building, approximately 32' x 50', at Alsea, in Benton County. This copy is for your records and files.

We are also sending an executed copy to the surety on your bond.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

MS

NOTED
D. DeSart

RECEIVED
FEB'4 1942
FOR FILING

2-3414

February 3, 1942

United Pacific Insurance Co.
Scellars & Foley, Inc.
Ladd & Bush Bank Bldg.
Salem, Oregon

2558

Gentlemen:

We are handing you, herewith, a fully executed copy of contract No. 2562, which was awarded to A. T. Fox by the State Highway Commission on January 21, 1942, covering construction of a frame maintenance building, approximately 32' x 50', at Alsea, in Benton County. This copy is for your records and files.

Inasmuch as you are surety for the contractor on this job, we are sending you this copy of the contract for your records and files.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

RS

NOTED
D. DeSart

RECEIVED
JAN 24 1942
FOR FILING

12-3404

R

January 23, 1942

Mr. A. T. Fox
1065 South Liberty Street
Salem, Oregon

Dear Sir:

We ~~are sending you today by express~~ hand you herewith four copies of contract No. 2558, which was awarded to you by the State Highway Commission on January 21, 1942, covering construction of a 32' x 50' shed with concrete foundation at Alsea for storage of highway maintenance equipment, in Benton County.

Kindly execute all four copies of this contract as to agreement and bond and return them to this office for approval by the State Highway Commission. When this has been done, a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the paragraph on page 25 of the General Provisions, relating to the Workmen's Compensation Act. You are expected to accept the terms of this act and to carry on your work under this contract in strict conformance thereto.

Your attention is also called to the paragraph on the same page, relating to payment by the contractor of amounts due hospital associations, et cetera.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

RS

NOTED
D DeSart

RECEIVED
JAN 23 1942
FOR FILING

2-3404

January 22, 1942

Mr. A. T. Fox
1065 South Liberty Street
Salem, Oregon

Dear Sir:

The State Highway Commission on January 21, 1942, awarded you the contract for the construction of a 32' x 50' shed with concrete foundation at Alsea, for storage of highway maintenance equipment, in Benton County. This award was based on your low bid of $2,580.75, submitted on that date.

Contract forms will be sent to you for execution within a few days.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

MS

cc - S. H. Probert
C. S. Pearson

NOTED
D DeSart

DA-NC-1 Tongue Point Sec., Columbia River Hwy. 1942

#2559

RECEIVED
MAR 7 - 1945
FOR FILING

DA-NC 1

March 6, 1945

Mansfield & Company, Agents,
General Casualty Company of America,
302 Lewis Building,
Portland 4, Oregon.

Gentlemen:

You are hereby notified that State Highway Contract No. 2339, for work on the Tongue Point Section of the Columbia River Highway in Clatsop County, has been completed by the contractor, Brighton Paving Company, and that final payment in the amount of $20,404.54 will be made on or after March 16, 1945.

The State is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

For your information, we wish to advise that the total contract amount is $218,882.22, of which amount $7,922.44 represents the amount of force account items. This contract was completed on September 8, 1944 and accepted by the Commission on October 24, 1944.

This notice is served upon you since you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

jee

NOTED ON CARD
JEC 3/6/45

RECEIVED
MAR 2 - 1945
FOR FILING

DA-NC 1

Salem, Oregon
March 1, 1945

Contr. # 3559

Mr. E. E. Probert
Office Engineer
Office

Dear Sir:

We are handing you herewith one fully executed copy and four unexecuted copies of the agreement between the State Highway Commission and the Erickson Paving Company, which covers additional work performed on the Tongue Point Section of the Columbia River Highway in Clatsop County.

Mr. Glaisyer has retained the original copy of this agreement and has forwarded one executed copy to the Erickson Paving Company.

Very truly yours,

G. L. McCullough
Assistant State Highway Engineer

JH:HH
cc - H. G. Smith
Enclosures - 5

FORM S-60 REM 11-44

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 27, 1945

SUBJECT: Agreement with Erickson Paving Company. Contract No. 2559.

To:

Mr. C. B. McCullough,
Assistant State Highway Engineer,
B u i l d i n g

Dear Sir:

I am returning to you herewith, for further disposal, two copies of an agreement with the Erickson Paving Company for additional work on the Tongue Point Section of the Columbia River Highway in Clatsop County.

I have kept the original of this agreement for the Commission's records and files, and have forwarded one fully executed copy to the Erickson Paving Company for their files.

Very truly yours,

H. H. Scarth

Secretary.

jeo
Encls. (2)

Write Probert
and Copy to H. G. Smith.

RECEIVED
FOR FILING
DA-NC 1

February 27, 1945

Erickson Paving Company, Inc.,
1550 N. 34th Street,
Seattle, Wash.

Gentlemen:

I am returning to you herewith, for your records and files, a fully executed copy of an agreement between the State of Oregon and yourselves, covering additional work on the Tongue Point Section of the Columbia River Highway in Clatsop County.

Very truly yours,

Secretary,
OREGON STATE HIGHWAY COMMISSION

jeo
Encl.

RECEIVED
FOR FILING

Salem, Oregon
February 27, 1945

Agreement with Erickson
Paving Company.
Contract No. 2559.

Mr. C. R. McCullough,
Assistant State Highway Engineer,
Building

Dear Sir:

I am returning to you herewith, for further disposal, two copies of an agreement with the Erickson Paving Company for additional work on the Tongue Point Section of the Columbia River Highway in Clatsop County.

I have kept the original of this agreement for the Commission's records and files, and have forwarded one fully executed copy to the Erickson Paving Company for their files.

Very truly yours,

Secretary.

joc
Encls. (2)

RECEIVED
JUL 19 1945
FOR FILING

DA-NC-1

February 17, 1945

Erickson Paving Company
1750 N. 34th Street
Seattle, Washington

Gentlemen:

The accompanying agreement (5 copies) relating to the Tongue Point Project (Contract No. 2559) has been prepared in accordance with the understanding reached when you were in Salem a few days ago.

Four copies are to be executed and returned to us for presentation to the Highway Commission.

When execution by the Commission is completed, final pay voucher in the amount of $20,404.54 will be prepared and passed for payment in the usual manner.

Very truly yours,

R. H. Baldock
State Highway Engineer

RHB:GS

Enclosures

it developed that the actual increase in yardage caused by slide conditions was 72,767 cubic yards.

AGREEMENT

THIS AGREEMENT, made and entered into the day and year hereinafter stated, by and between the STATE OF OREGON, by and through its State Highway Commission, hereinafter called the "State", party of the first part, and ERICKSON PAVING COMPANY, a corporation, hereinafter called the "Contractor", party of the second part;

WITNESSETH:

RECITALS:

1. The parties to this agreement heretofore, to wit: on the twenty-first day of January, 1942, entered into a written contract wherein and whereby the Contractor agreed to construct, pursuant to the plans and specifications incorporated in said contract, 0.98 mile of highway roadbed grading and surfacing on the Tongue Point Section of the Columbia River Highway in Clatsop County.

2. The Contractor entered upon the performance of the work and completed the contract on or about September 8, 1944.

3. After work had been commenced and prior to the completion of all things required by the contract some slide conditions developed which required the removal of a larger volume of material than was contemplated originally by the parties.

4. When the contract was executed it was contemplated that in addition to the estimated quantities of materials specified in the contract such quantity might by reason of slide or other unforeseen conditions be increased by approximately 37,500 cubic yards. However,

it developed that the actual increase in yardage caused by slide conditions was 72,967 cubic yards.

5. Upon completion of the job the Contractor filed a claim for additional compensation in the total sum of $21,900, which said total sum is composed of the following itemized claims:

(a)	Widen Counter Balance after it was brought to grade. Dozer Tractor 50 hours at $12.00 per hour.	$ 600.00
(b)	Widen the fill two feet on each side after the fill was completed on the Counter Balance. Dozer Tractor 40 hours at $12.00 per hour	480.00
(c)	When the fill went out on the West end, a Dozer Tractor was used to slope the toe of the new fill and move a considerable amount of earth before the Scrapers could again build up the fill. Dozer Tractor 85 hours at $12.00 per hour	1,020.00
(d)	Filled in again the small fill on the West end near the end of the job. Approximately 10,000 yards were hauled in - costing $1.00 per yard, making a difference of $0.74 a yard, or	7,400.00
(e)	Slides increased the yardage, consequently we could not finish by December 31, 1942. Cost of moving our equipment out and then moving back	3,000.00
(f)	In 1943 we respectfully requested that the slides be taken out properly, leaving no loose earth in the slide area. The request was not granted, which necessitated our returning yet again the following year and moving some 10,000 yards. The cost was $1.00 per yard, making a difference of $0.74 a yard, or	7,400.00
	Total all sums	$21,900.00

6. After conference and discussion by the Contractor and the State Highway Engineer and members of his staff the parties have compromised their differences in the manner and to the extent hereinafter set forth.

NOW, THEREFORE, the premises being as stated in the foregoing recitals, it is agreed as follows:

1. Claims (a), (b), (c) and (e) are denied.

2. Claims (d) and (f) are denied in the form and in the amounts in which they were presented.

3. That it is recognized and agreed that the contractor suffered a loss in slide removal and that the loss on the amount of slide material over and above the amount contemplated in the original contract amounts should be adjusted.

4. It is recognized and admitted that the Contractor in the performance of his said contract has earned the total sum of $211,788.32, of which $198,477.68 has been paid, which total sum has been computed on the basis of the unit prices fixed in the said contract and includes compensation at the unit price of twenty-six cents per cubic yard for the removal of the said 72,967 cubic yards of slide material.

5. It is recognized and conceded that for the removal of 35,467 cubic yards of said slide material the Contractor should be compensated for the cost of the work estimated to be at the unit price of forty-six cents per cubic yard, or, in other words, twenty cents per cubic yard in addition to the amount already paid.

6. The State therefore agrees to pay and the Contractor agrees to accept as full and complete settlement of all money earned under said contract, including additional compensation for the removal of slide

materials, the sum of $20,404.54, which sum is composed of an unpaid balance in the sum of $13,311.14 plus the sum of $7,093.40, being the extra compensation provided for herein.

6. Upon the payment of said sum of $20,404.54 the Contractor shall and does relieve and release the State, its State Highway Commission, officers and employes from any further or other claim growing out of or connected with the said contract, and by and upon payment of said sum the parties to said agreement and to this compromise settlement declare the said contract to be fully and completely performed in all respects and each party shall thereafter be relieved from any further or other responsibility to the other.

IN WITNESS WHEREOF, the parties hereto have subscribed their names this _____ day of _____, 1945.

ATTEST:

_____
Secretary

STATE OF OREGON, by and through its State Highway Commission,

By _____
As Chairman

By _____
As Commissioner

By _____
As Commissioner

Party of the First Part

APPROVED:

_____
State Highway Engineer

APPROVED:

_____
Chief Counsel

Executed in the presence of:

_____

_____

ERICKSON PAVING COMPANY

By _____
President

By _____
Secretary

Party of the Second Part

JMB:FW
2/15/45

MEL. 6670
ERICKSON PAVING CO., INC.
GENERAL CONTRACTORS
OFFICE AND YARD
1550 NORTH 34TH STREET
SEATTLE

November 13, 1944

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

Attn: Mr. R. H. Baldock, State
Highway Engineer

We are herewith presenting a formal claim against the Oregon State Highway Commission covering additional work requested by the State Highway Commission after operations were started on Contract No. 2859, Seagna Point Section of the Columbia River Highway in Clatsop County.

The following expenditures were made in performance of work ordered, but not incorporated in the original specifications:

Simply a place to dispose of slide material. Slides natural part of job. Large basis

1. Widen Counter Balance after it was brought to grade. Dozer Tractor 50 hours @ 12.00 per hr. $ 600.00

2. Widen the fill two feet on each side after the fill was completed on the Counter Balance. Dozer Tractor 40 hours @ 12.00 per hr. 480.00

Yardage arrived measured and paid for 2300 cy of 300 - 690

3. When the fill went out on the East end, a Dozer Tractor was used to slope the toe of the new fill and move a considerable amount of earth before the Scrapers could again build up the fill. Dozer Tractor 85 hours @ 12.00 per hr. 1020.00

Our cost figures show cost about 39¢.

4. Filled in again the small fill on the West East end near the end of the job. Approximately 10,000 yards were hauled in - costing $1.00 per yard, making a difference of .74¢ a yard, or 7400.00

Ok.

5. Slides increased the yardage, consequently, we could not finish by December 31, 1942. Cost of moving our equipment out and then moving back 3000.00

RECEIVED
NOV 1 3 1944
OREGON
STATE HIGHWAY COMMISSION

Oregon State Highway Commission
Salem, Oregon

statement we cut 74¢ per c.y.

e. In 1942 we respectively requested that the slides be taken out properly, leaving no loose earth in the Slide Area. The request was not granted, which necessitated our returning yet again the following year and moving some 10,000 yards. The cost was $1.00 per yard, making a difference of .74¢ a yard, or $7400.00

$ 21900.00

You will note that we have not placed a monetary value on the 4,000 or 5,000 yards revealed off the slopes which have not been measured. We should also like to call your attention to the thirty day delay after the work order was received because of the clearing not being done.

Before the contract in question was completed, War was declared; thereby, increasing considerably the cost of labor and material. We, therefore, believe our claim of $21,900.00 to be just and equitable and not unreasonable.

Very truly yours,

ERICKSON PAVING COMPANY

By C. W. Erickson
Secretary

CWE/vg
Triplicate

RECEIVED
FEB 28
FOR FILING

DA-NC 1

February 17, 1945

Erickson Paving Company
1550 N. 34th Street
Seattle, Washington

Gentlemen:

The accompanying agreement (5 copies) relating to the Tongue Point Project (Contract No. 2559) has been prepared in accordance with the understanding reached when you were in Salem a few days ago.

Four copies are to be executed and returned to us for presentation to the Highway Commission.

When execution by the Commission is completed, final pay voucher in the amount of $20,404.54 will be prepared and passed for payment in the usual manner.

Very truly yours,

R. H. Baldock
State Highway Engineer

SHP:GS

Encl.

RECEIVED
DEC 11 1944
FOR FILING

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

~~MONTANA~~
OREGON
~~WASHINGTON~~

POST OFFICE BUILDING
PORTLAND, OREGON

DA-NC 1 (1)

December 7, 1944

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Final inspection of Oregon DA-NC 1(1), Tongue Point Section of the Columbia River Highway, was made by a representative of this office on September 13, 1944.

Prompt submission of the final voucher will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
L. J. Caufield
Sr. Highway Engineer

RECEIVED
DEC 9 - 1944
OREGON
STATE HIGHWAY COMMISSION

Tom

RECEIVED
NOV 16 1944
FOR FILING
DA NC 1

November 15, 1944

Erickson Paving Company
General Contractors
1550 North 34th Street
Seattle, Washington

Attention: Mr. C. W. Erickson, Secretary

Gentlemen:

This is to acknowledge receipt of your claim in triplicate covering additional work on Contract No. 2559, Tongue Point Section of the Columbia River Highway in Clatsop County.

It so happens that I am leaving in a few days for the East to attend a meeting of the American Association of State Highway Officials and will not return until the early part of December. In the meantime, I have given instructions to have your claim analyzed in the light of the records and the contract.

When I return to Salem, I will call you by phone and arrange for a round-table discussion in Salem of your claim, having present the engineers who were in charge of the work. Would suggest that you likewise have your foreman, timekeeper, or someone familiar with the details, here with you. At that time we will fully discuss all features of your claim.

Trusting that this arrangement will be satisfactory, I remain

Very truly yours,

R. H. Baldock
State Highway Engineer

RHB:HH

Mr. H. G. Smith:
Please have an analysis made of this claim ready for my review on my return from Cincinnati.

Governor Snell:
They have submitted a claim for $21,900.00 which will receive our careful study and examination in the light of the records and the contract.

MEL. 6670

ERICKSON PAVING CO., INC.
GENERAL CONTRACTORS

OFFICE AND YARD
1550 NORTH 34TH STREET
SEATTLE

November 15, 1944

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

Attn: Mr. R. H. Baldock, State
Highway Engineer

We are herewith presenting a formal claim against the Oregon State Highway Commission covering additional work requested by the State Highway Commission after operations were started on Contract No. 3858, Tongue Point Section of the Columbia River Highway in Clatsop County.

The following expenditures were made in performance of work ordered, but not incorporated in the original specifications:

1. Widen Counter Balance after it was brought to grade. Dozer Tractor 50 hours @ 12.00 per hr. $ 600.00

2. Widen the fill two feet on each side after the fill was completed on the Counter Balance. Dozer Tractor 40 hours @ 12.00 per hr. 480.00

3. When the fill went out on the East end, a Dozer Tractor was used to slope the toe of the new fill and move a considerable amount of earth before the Scrapers could again build up the fill. Dozer Tractor 86 hours @ 12.00 per hr. 1032.00

4. Filled in again the small fill on the East end near the end of the job. Approximately 10,000 yards were hauled in - costing $1.00 per yard, making a difference of .74¢ a yard, or 7400.00

5. Slides increased the yardage, consequently, we could not finish by December 31, 1942. Cost of moving our equipment out and then moving back 5000.00

RECEIVED
NOV 1 . 1944
OREGON
STATE HIGHWAY COMMISSION

Oregon State Highway Commission
Salem, Oregon

4. In 1943 we respectively requested that the slides be taken out properly, leaving no loose earth in the Slide Area. The request was not granted, which necessitated our returning yet again the following year and moving some 10,000 yards. The contract $1.00 per yard, making a difference of .74¢ a yard, or $7400.00

$ 21900.00

You will note that we have not placed a monetary value on the 4,000 or 5,000 yards revealed off the slopes which have not been measured. We should also like to call your attention to the thirty day delay after the work order was received, because of the clearing not being done.

Before the contract in question was completed, War was declared; thereby, increasing considerably the cost of labor and material. We, therefore, believe our claim of $21,900.00 to be just and equitable and not unreasonable.

Very truly yours,

HICKSON PAVING COMPANY

By C W Erickson
Secretary

CWE/vg
Triplicate

RECEIVED
OCT 28 1944
FOR FILING

DA-NC/

October 27, 1944

Erickson Paving Co.
1550 N. 34th Street
Seattle, Washington

Gentlemen:

The State Highway Commission, at its meeting on October 24, 1944, granted you the extension of time requested, from December 31, 1942, to September 6, 1944, without penalty, in connection with contract No. 2559 for grading and paving the Tongue Point Section of the Columbia River, in Clatsop County.

Very truly yours,
OREGON STATE HIGHWAY COMMISSION

By

Secretary

AO

cc - F. D. Eason

RECEIVED
1944
DA-NC 1

October 5th, 1944

Mr. H. E. Lynch
District Engineer
Public Roads Administration
P.O. Box 3900
Portland 8, Oregon

Dear Sir:

Will you kindly concur in an extension of time for the Erickson Paving Company on the Yaquina Point Section, Sunbrook No. 2529, Oregon 24-NC-1, from December 31st, 1943 to September 5th, 1944.

The delay on this job was caused by the character of the material in the cuts, which could not be worked in wet weather and there numerous slides occurred from time to time. The contractor tried several methods of removing the slide material, even trying to hydraulic it from the cuts, but it was found impractical to remove it except when dry. This was possible only during a few months in the summer.

The scarcity of labor due to the war activities prevented him from organizing more than one shift, and it is felt that the contractor carried on the work as expeditiously as could be done under the adverse conditions. I recommend that the extension be granted without engineering penalty.

Very truly yours,

R. H. Baldock
State Highway Engineer

H

cc to: H. C. Smith

RECEIVED
FOR FILING

File

COMMISSIONERS
T. H. BANFIELD, CHAIRMAN
PORTLAND
ARTHUR W. SCHAUPP, MEMBER
KLAMATH FALLS
MERLE R. CHESSMAN, MEMBER
ASTORIA

OREGON
STATE HIGHWAY COMMISSION
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
C. B. McCULLOUGH
ASSISTANT STATE HIGHWAY ENGINEER
J. W. DEVERE
CHIEF COUNSEL
H. B. GLAISYER
SECRETARY

September 18, 1944

DA-NC 1

Mr. W. H. Lynch
District Engineer
Public Roads Administration
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

This is to advise you that work was completed on September 8, 1944, on Contract No. 2559, Tongue Point Section, in connection with Federal Aid Project No. DA-NC 1.

Very truly yours,

R. H. Baldock
State Highway Engineer

Dictated by J. Rhodes/GS

Form B-1—5M—6-43

OA - NC 1

OREGON STATE HIGHWAY COMMISSION
FIELD ENGINEER'S WEEKLY REPORT
FOR CONSTRUCTION PROJECTS ONLY

Section ..... Tongue Point

Highway ..... Columbia River

Contractor ..... Erickson Paving Co

Date of contract ..... May 24, 1942 ....., 19.....

Date work started ..... Jan 21, 1942 ....., 19.....

Amount of contract $202,290.00

Estimated cost of completed project, exclusive of engineering . . . . . $ 250,000.00

Per cent of contract completed, based on total contract price . . . . . 100 %

Engineering cost to date, $....., ... %

For Week Ending ..... Sept. 9, 1944 ....., 19.....

Kind of work ..... Grading and Paving

Section prefix A-1115

Contract number 2559

Date of completion ..... Dec. 31, 1942. ....., 19.....

Estimated date of completion ..... Sept. 7 1944 ....., 19.....

Per cent of time elapsed ..... %

Date project was completed ..... Sept. 7, 1944 ....., 19.....

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

The contractor completed placing the 1'-0" shoulder rock on Thursday and spent Friday in clean up work.

State forces will make the pavement connections about the 18th of the month and the road will be opened for traffic after that date.

RECEIVED SEP 1, 1944

DEPT. W. & M. SEP 11 1944

NOTED E. M. B...

Signed ..... L. D. Mears

Address .....

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities					
Estimated quantities moved or placed to date					
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

..... County, ...%; ..... County, ...%; ..... County, ...%; ..... County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ....., Power graders ....., Rollers ....., Mixers ....., Crushing or screening plants .....

Compressors ....., Bulldozers ....., Sheep-foot rollers ....., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

STATE PRINTING DEPT.

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SEP 2 1 1943
FOR FILING

24-NC 1

September 20, 1943

General Casualty Company of America
Mansfield & Company, Agent
Lewis Building
Portland 4, Oregon

Gentlemen:

I am informed by our Assistant Attorney, J. W. DeHaven, that you were unaware of the fact that on January 30, 1943, the sheriff of Marion County attached the funds due the Erickson Paving Company in behalf of The United Contracting Company.

In checking over the files I fail to find a copy of a letter transmitting such information, which bears out your statement.

Certainly regret the situation as it has been our practice for many years to notify the surety of all claims that come to our attention against highway contract work. I am enclosing a copy of the attachment for your files.

Very truly yours,

Secretary

HBO:eb

OREGON STATE HIGHWAY COMMISSION

cc - Erickson Paving Company
1550 N. 34th Street
Seattle, Washington

EA-NC 1

U. S. NAVAL AIR STATION
TONGUE POINT
ASTORIA, OREGON

NA25/N1-9/N2
10-ire

May 27, 1943

Dear Mr. Baldock:

I am taking the liberty of writing to you in regard to the rerouting of highway No. 30 around Tongue Point. As you may remember, at your suggestion and the suggestion of the State Highway engineers, it was deemed advisable to stop work on this road due to the approach of the rainy season in the late fall of 1942. This was done, and since then the road has settled considerably, allowing the fill to stabilize pretty well.

In view of the fact that the summer is now approaching, information is requested as to when operations by the contractor on this road will commence. As the Navy contemplates some building across the present highway, it is imperative that the road be completed sometime during this summer.

This Command would appreciate a reply on this subject.

Sincerely,

G. M. Hasselman
Commander, U.S.N.
Commanding

Mr. R. H. Baldock
Oregon State Highway Commission
Salem, Oregon

Original signed R. H. Baldock
and given to [illegible]

FORM B-1020K 4500 6-41

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN
PORTLAND
HURON W. CLOUGH, MEMBER
CANYONVILLE
HERMAN OLIVER, MEMBER
JOHN DAY

OREGON
STATE HIGHWAY COMMISSION

SALEM

R. H. BALDOCK, CHIEF ENGINEER
C. B. McCULLOUGH, ASS'T CHIEF ENGINEER
J. M. DEVERS, CHIEF COUNSEL
H. B. GLAISYER, SECRETARY

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FEB 5 1943

DA-NC 1

Feb. 3rd, 1943

IN REPLY PLEASE
REFER TO FILE NO.

Mr. A. C. Burk, Sheriff

Salem, Oregon

NOTED
Asst. State Highway Engineer

Dear Sir:

Herewith, I hand you Answer to Writ of Attachment and Garnishment, served upon the Secretary of this Department on February 1st, in the case of The United Contracting Company, a corporation, Plaintiff, vs. Erickson Paving Company, a corporation, Defendant.

I also hand you an additional copy of the Answer so that in the event you desire to retain one in your office, you will have it.

Yours very truly,

J. M. DEVERS

By
I. M. SCHANNEP

IMS:FNC

cc- Mr. C. B. McCullough

RECEIVED
FEB 3 1943
FOR FILING

LA-NP 1

IN THE CIRCUIT COURT OF THE STATE OF OREGON

FOR THE COUNTY OF MULTNOMAH

THE UNITED CONTRACTING COMPANY, a corporation,

Plaintiff,

v.

ERICKSON PAVING COMPANY, a corporation,

Defendant.

No. 148018

ANSWER TO WRIT OF ATTACHMENT

I, H. B. Glaisyer, hereby certify that I am the duly appointed, qualified and acting Secretary to the Oregon State Highway Commission and that as Secretary to said Commission I have in my custody and under my control all of the records, books, accounts, contracts, agreements and other papers and documents belonging to or properly in the custody of the Commission; that among other records and documents in my custody is an executed copy of a contract designated as State Highway Contract No. 2559 and which contract was executed on January 21, 1942, by the Erickson Paving Company and the State of Oregon, by and through its State Highway Commission, which said contract provided for the grading and paving of the Tongue Point Section of the Columbia River Highway in Clatsop County; that the total contract price set up in said contract is the sum of $202,290.00, on which contract for work accomplished the contractors have been paid by the State $128,664.58, and the Commission now holds as a retained percentage the sum of $14,296.07; and that it is the purpose of the State to pay the said contractors in full if and when the said contract is completed.

That under the provisions of Section 100-101, O. C. L. A., the funds obligated for the payment of work to be done under said contract are declared to be and are held as trust funds and may be used only for the purposes provided for in the laws of the State with respect to highway construction and highway funds; and that the Highway Commission has no knowledge or information concerning the character of the debt claimed by the United Contracting

Company, a corporation, against the Erickson Paving Company, a corporation, and therefore cannot determine whether any portion of the money earned under said contract can be reached by writ of attachment or writ of garnishment for the protection of said debt.

Therefore, I certify that all moneys earned under and by virtue of said contract will be disbursed by the Highway Commission pursuant to the authority of the Commission and with due recognition of the trust character of said funds.

Dated this 2nd day of February, 1943.

H. B. GLAISYER
Secretary
Oregon State Highway Commission

RECEIVED
FEB 2 1943
FOR FILING

WPA-NC 1

SALEM
February 1, 1943

Payments to Erickson Paving Company

Mr. M. H. Hawks
Chief Accountant

Attention: Carl Smith

Confirming telephone conversation of this morning, I wish to advise that the State Highway Commission has been served with a garnishment attaching the funds now due the Erickson Paving Company, including the retained percentage, in connection with its contract No. 2599 with the State Highway Commission covering construction of the Tongue Point Section of the Columbia River Highway, in Clatsop County.

The papers were served on me at 9:40 a. m. on February 1, 1943.

In view thereof will you kindly withhold releasing of additional payments to the Erickson Paving Company in connection with this job until further notified.

HBG:AM

Secretary

Garnishment papers filed in contract

NOTED
A. L. MONSON

RECEIVED
JAN 7 1943
FOR FILING

WA-NC 1

January 5, 1943

Wood, Matthiessen & Wood
Attorneys and Counselors
1310 Yeon Building
Portland, Oregon

Attention: Lefton L. Tatum

Gentlemen:

Reply is made to your letter of December 31, 1942, in regard to the Erickson Paving Company's contract for highway construction in the vicinity of Tongue Point.

The contract to which you refer is state highway contract No. 2399, consisting of the grading and paving of an 0.98-mile section of the Columbia River Highway, known as the Tongue Point Section. This contract was awarded on January 21, 1942, and provided that the work should be completed on or before December 31, 1942. Due to adverse weather conditions, however, the work was not completed within the specified time limit and was closed down until some time next spring when condition will be more favorable.

According to the records, the job is about 65 per cent complete. There is due and payable to the contractor as retained percentage for work already performed the sum of $14,296.07. The retained percentage will not be released until the job is completed and accepted by the Highway Commission.

In connection with this job the Erickson Paving Company was required to furnish the state with a surety bond for the protection of claims. This bond is in the amount of $202,290.00, and was written by the General Casualty Company of America for whom Mansfield & Company are agents with offices in Room 302 Lewis Building, Portland, Oregon.

Very truly yours,

HBG:AM

Secretary

WOOD, MATTHIESSEN & WOOD
ATTORNEYS AND COUNSELORS
1310 YEON BUILDING
PORTLAND, OREGON

ERSKINE WOOD
MARK M. MATTHIESSEN
ERSKINE B. WOOD
JOHN P. LIPSCOMB, JR.

CABLE ADDRESS "LINWOOD"
ABC AND SCOTT'S CODES

December 31, 1942

SUBJECT:

State Highway Commission
State Capitol
Salem, Oregon

Gentlemen:

We have been advised that the Erickson Paving Company, of Seattle, Washington, did certain construction work for you in the vicinity of Tongue Point, Oregon, during the months of August and September of this year.

Our clients have been damaged as a result of these operations and have asked us to ascertain if there is any unpaid balance due from the State of Oregon to the Erickson Paving Company on account of this contract. They have also asked us to determine the name of the company who bonded the Erickson Paving Company for this operation.

May we hear from you at your earliest convenience?

Very truly yours,

Wood, Matthiessen & Wood

By Lofton L. Paturno

LLT:md

ANSWERED
H. B. CLAISYER

BY SECRETARY

what is the status of this job?

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JAN 2 - 1942
STATE HIGHWAY COMMISSION

RECEIVED
FOR FILING

DA-NC 1

October 31st, 1942

[redacted]

[redacted]

This is your authority to proceed operations on our Contract No. NOy-, Oregon Point Building, Ore. for above mentioned.

You will be notified when to resume operations in the spring and will be expected to resume them promptly after receipt of such notification.

Very truly yours,

[redacted]

[redacted]

MEL. 6670

ERICKSON PAVING CO., INC.
GENERAL CONTRACTORS

OFFICE AND YARD
1550 NORTH 34TH STREET
SEATTLE

Astoria, Oregon
October 29, 1942

Oregon State Highway Commission
Salem, Oregon

Gentlemen: Re: Contract #2559-Tongue Point Sec.
Columbia River Highway

This is to advise you that owing to the rains it has been impossible to operate for several days and we have therefore ceased operations until next spring.

The Navy Commander went over the job recently and from his observations said it was impossible to operate owing to the condition of the material and as far as the Navy is concerned it is satisfactory to them for us to shut down.

Trusting that this meets with your approval.

Yours very truly,

ERICKSON PAVING CO.

By: J. Erickson

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OCT 30 1942
CHIEF

DA-NC 1

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

Stencil No. 124

POST OFFICE BUILDING
PORTLAND, OREGON

September 30, 1942

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Oregon DA-NC 1 (1)
Tongue Point Section
Columbia River Highway

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the _____ project agreement and certificate for the above-numbered project.

Very truly yours,

W. H. LYNCH
District Engineer

By L. Caufield
L. J. Caufield
Sr. Highway Engineer

Encl.

RECEIVED
OCT 1 1942

Form P. R. 2

State Oregon

Project No. [redacted] 1(1)

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 17th day of August, 1942

by and between The Oregon State Highway Commission

, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Federal Works Administrator, hereinafter called the Administrator, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto; and the Defense Highway Act of 1941.

Whereas the Highway Department of said State submitted on the _____ day of _____, 19____, a project statement, which was approved on the _____ day of _____, 19____, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated for the administration of the Federal Highway Act, has furnished surveys, plans, specifications, and estimates for [redacted] said project which were recommended for approval by the District Engineer of the Public Roads Administration on the 9th day of January 19[redacted]; and

Whereas the Administrator has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of one hundred sixty-two thousand, five hundred nineteen and 00/100

dollars ($ [redacted]) as the share of the United States payable under said act on account of [redacted] said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Administrator do hereby mutually agree as follows:

16—11379

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(*a*) By the State From funds made available for the construction of access roads under the provisions of the Defense Highway Act of 1941 approved November 19, 1941 (Public Law 295 - 77th Congress). and

(Include date and citation of act of legislature by which authorized)

Any part of the cost of the project not so financed shall be made available in the following manner. Chap. 173, Laws 1917; Chap. 33, Laws 1920; Chap. 389, Laws 1939

(State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between survey station 2400 in Astoria and survey station 60+00 in Sec. 11, T. 8 N., R. 9 W., W.M.

, length 0.96 of a mile in Clatsop County, being Oregon Defense Access project No. DA-[illegible] 1(1) consisting of 0.96 of a mile of roadway and no bridges, none of more than 20 feet clear span,

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SEP 30 1942
DISTRICT 1

RECEIVED
AUG 21 1942
DISTRICT 1

RECEIVED
AUG 3 - 1942

II

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Administrator or his agents, and in accordance with the laws of said State, the rules and regulations of the Administrator, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Administrator or his authorized representatives. Such construction work as may be performed by force account shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Administrator, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro-rata share of such total actual cost.

16—11870

The project covered by this agreement provides for an access road certified as important to the national defense as required by the provisions of Section 6 of the Defense Highway Act of 1941 (Public Law 295 - 77th Congress).

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section ____ of said project shall not in any event exceed the sum of one hundred sixty-two thousand, five hundred nineteen and 00/100 dollars ($162,519.00), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of two hundred twenty-two thousand, five hundred nineteen and 00/100 dollars ($222,519.00), the approved total estimated cost of Section ____ of said project.

PAYMENTS

ARTICLE V. As the construction of said project progresses, the Administrator shall from time to time draw warrants on the Secretary of the Treasury for the payment to

The State Treasurer
(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon
(Name)

of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Administrator after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

The Administrator reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chap. 328, Laws of

(Include reference to statute authorizing funds and probable amount annually available)

RECEIVED SEP 30 1942 DISTRICT 1

RECEIVED AUG 21 1942 DISTRICT 1

RECEIVED AUG 8- 1942 DISTRICT 1

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

GPO 16—11870

5

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. [redacted].

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Administrator on the _____ day of AUG 27 1942, 19__

[redacted]
(Official title of Highway Department)

By Henry F. Cabell
[redacted]
(Title of officer)

By [redacted]
[redacted]
(Title of officer)

By _____
[redacted]
(Title of officer)

By _____
_____
(Title of officer)

By _____
_____
(Title of officer)

FEDERAL WORKS ADMINISTRATOR,

By W. D. Terry
Acting Commissioner of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE 16—11579

Form PR. 8—Revised

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

THE SECRETARY OF THE TREASURY, AND

THE STATE HIGHWAY DEPARTMENT OF THE STATE OF Oregon

Pursuant to the acts above cited, I hereby certify—

FIRST. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Agency as Project No. Defense Access 2A-OR 1(1) State of Oregon

SECOND. That in accordance with said provisions I have approved the sum of $ 222,519.00 as the total estimated cost of said project, and the sum of $ 162,519.00 as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this ..... day of .....
one thousand nine hundred and AUG 27 1942

FEDERAL WORKS ADMINISTRATOR,

By .....
Acting Commissioner of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE 16—10130

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SEP 30 1942
DISTRICT 1

HEADQUARTERS NINTH SERVICE COMMAND

27-NC-1

RECEIVED

611

August 25, 1942

Mr. R. H. Baldock
Chief Engineer
Oregon State Highway Commission
Salem, Oregon

Dear Sir:

The Commanding General directs that your letter of August 20, 1942, relating to a sufficiently high priority in order to insure systematic deliveries of asphalt to the Port Stevens - Camp Clatsop Access Road, be acknowledged.

The Chairman of the sub-committee, Asphalt and Road Oils, General Rationing Committee, District 5, Petroleum Coordinators Office, was immediately contacted upon receipt of your telegram dated August 22 on the same subject. The state of Oregon is included in District 5. Through this source, contact was made with a vice president of the Standard Oil Company, who agreed to expedite deliveries of asphalt without waiting for an AA-1 priority, as outlined in the inclosed copy of a telegram to you on this date.

Sincerely,

JOHN C. LOW
Lieut. Colonel, Corps of Engineers
Executive Assistant, ENGR Division
Road Section

1 Incl.
Copy of Telegram

NOTED
State Highway Engineer

HEADQUARTERS RIVER SERVICE
OREGONIAN
FORT DOUGLAS, UTAH

FORT DOUGLAS, UTAH AUGUST 25, 1942

E. E. BALDOCK, CHIEF ENGINEER
OREGON TERMINAL CORPORATION
SALEM, OREGON

REQUEST AUG TWENTY TWO FORT STEVENS CAMP CLATSOP ACCESS ROAD STOP ONE LARGE ONE MEDIUM AND TWO SMALL CARS SHIPPED AND TWENTY TWO STOP THREE LARGE CARS SHIPPED TODAY STOP BALANCE OF ORDER WILL BE SHIPPED THIS WEEK END

JOYCE

OFFICIAL: J. C. LOY

Lieut. Colonel, Corps of Engineers
Executive Assistant, SE SV Division
Land Section

OFFICE READING FILE

STANDARD TIME INDICATED

RECEIVED AT

TELEPHONE YOUR TELEGRAMS TO POSTAL TELEGRAPH

Form 15

Postal Telegraph

(32)

THIS IS A FULL RATE TELEGRAM, CABLEGRAM OR RADIOGRAM UNLESS OTHERWISE INDICATED BY SYMBOL IN THE PREAMBLE OR IN THE ADDRESS OF THE MESSAGE. SYMBOLS DESIGNATING SERVICE SELECTED ARE OUTLINED IN THE COMPANY'S TARIFFS ON HAND AT EACH OFFICE AND ON FILE WITH REGULATORY AUTHORITIES.

R16 TWS PAID 3 MINS=VANCOUVERBKS WASHN 26 838A

R H BALBOCK CHIEF ENGR ORE HIGHWAY COMMISSION=

SALEM ORE=

1942 AUG 26 AM 9 33

=REURTEL AUG TWENTY TWO FTSTEVENS CAMPCLATSOP ACCESS ROAD STOP ONE LARGE ONE MEDIUM AND TWO SMALL CARS SHIPPED AUG TWENTY TWO STOP THREE LARGE CARS SHIPPED TODAY STOP BALANCE OF ORDER WILL BE SHIPPED THIS WEEK END=

:JOYCE SALTLAKECITY.

RECEIVED

NOTED

REURTEL AUG.

Charge to the account of $

CLASS OF SERVICE DESIRED			
DOMESTIC		CABLE	
TELEGRAM		ORDINARY	
DAY LETTER		URGENT RATE	
SERIAL		DEFERRED	
OVERNIGHT TELEGRAM		NIGHT LETTER	
SPECIAL SERVICE		SHIP RADIOGRAM	

Patrons should check class of service desired; otherwise the message will be transmitted as a telegram or ordinary cablegram.

WESTERN UNION

1217-B

A. N. WILLIAMS, PRESIDENT
NEWCOMB CARLTON, CHAIRMAN OF THE BOARD
J. C. WILLEVER, FIRST VICE-PRESIDENT

CHECK
ACCOUNTING INFORMATION
TIME FILED

Send the following telegram, subject to the terms on back hereof, which are hereby agreed to

WANT A REPLY?
"Answer by WESTERN UNION" or similar phrases may be included without charge.

[redacted], [redacted]
[redacted], 1942

[redacted]
c/o [redacted]
[redacted]
[redacted]

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AUG 24 1942
FOR FILING

[redacted] GALS ASPHALT DELIVERED FOR THE PORT STEVENS-SHOP CLASSIC ACCESS ROAD BY STANDARD OIL COMPANY OF CALIFORNIA ADVISES THAT PRODUCTION HAS DELAYED OF THE ADDITIONAL GALS IMPOSSIBLE. ADVISE PROGRESS BEING MADE CONCERNING THE DELIVERY OF THE EMULSIFIED ASPHALT SO THAT WE CAN PLAN DISPOSITION OF GALS ON HAND.

R. E. BALDOCK

RECEIVED
AUG 22 1942
FOR FILING

DA-NC 1

August 21, 1942

Mr. J. Ericksen
Ericksen Paving Company
Spexarth Apartments, Apt. 201
Astoria, Oregon

Dear Sir:

Responding to your communication of August 17, advise that Mr. H. G. Smith, Construction Engineer, will contact you Monday to discuss the question of repair parts for your equipment under your rating A-1-E.

It appears to me that with such a high rating as this, which is the highest we have in highway work in this state, you can proceed. If we find this to be impossible, we will call Commander Hasselman of the Tongue Point Naval Reservation on the phone.

Very truly yours,

R. H. Baldock
Chief Engineer

RHB:MI
cc Mr. H. G. Smith

MEL 6570

ERICKSON PAVING CO., INC.

GENERAL CONTRACTORS

OFFICE AND YARD
1550 NORTH 34TH STREET
SEATTLE

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AUG 27 1942
FOR FILING

DA-NC 1

Spexarth Apts. Apt. 201
Astoria, Oregon
August 17, 1942.

Oregon State Highway Department
Salem, Oregon

Gentlemen:

Re: Contract 2559-Tongue Point Sec.-Columbia River Highway - DA-NA-1

In connection with the work on the above captioned contract, it is becoming more difficult every day to secure materials and parts under our present rating of A-1-E, with which to repair our equipment and to carry on the work, and which is essential for the completion of the job. If it is not possible for us to get a higher rating I am very much afraid we will be compelled to shut down.

Trusting you will be able to find a solution to this problem, I remain

Yours very truly,

ERICKSON PAVING COMPANY

By: J. Erickson

ee

NOTED
State Highway Engineer

(Copy sent to H. G. Smith 8/22/42)

RECEIVED
AUG 10 1942

RECEIVED
AUG 19 1942
FOR FILING

DA-NC 1

August 18, 1942

Erickson Paving Company, Inc.
Spenwrth Apts.
Astoria, Oregon

Gentlemen: Attention J. Erickson

Thank you for your letter of August 15, advising that correspondence in connection with your Tongue Point contract No. 2559 is still being mailed to addresses other than your Astoria office.

We are calling this matter to the attention of our Engineering Department and anticipate that all correspondence in connection with this project will be mailed to Spenwrth Apartments, Astoria, Oregon, in future.

Very truly yours,

Secretary

DHB:HH

cc - S. H. Probert

NOTED
D.G. DeSart

MEL. 6670
ERICKSON PAVING CO., INC.
GENERAL CONTRACTORS
OFFICE AND YARD
1550 NORTH 34TH STREET
SEATTLE

Spexarth Apts.
Astoria, Ore.
August 15, 1942

Oregon State Highway Department
Salem, Ore.

Gentlemen:

We recently asked that all letters, information, price agreements, estimates, etc., in connection with the Tongue Point Section, Columbia River Highway, Contract No. 2559, be sent to the above address. Your Departments continue to send some things to Spokane office. We have just received a Price Agreement onthe Backfill material for Culvert foundation which was sent to Spokane. Would you be so kind as to notify your Engineering Department to send all papers here.

Yours very truly,

ERICKSON PAVING CO.

By: J. Erickson

Per E.E.

REFERRED
BY SECRETARY

check up

RECEIVED
AUG 17 1942
HIGHWAY COMMISSION

NOTED
D. G. DeHart

RECEIVED
JUL 1 1942
FOR FILING

DA-NC 1

June 30, 1942

Erickson Paving Co. Inc.
Spanarth Apartments
Apartment 201
Astoria, Oregon

Gentlemen:

We have your letter of June 27 advising us of your change in address for all correspondence in connection with your Tongue Point grading and paving contract No. 2599.

We have circulated this information, and believe that all such correspondence will be mailed to that address hereafter.

Thank you for this information.

Very truly yours,

Secretary

DCD:MS

NOTED
D. C. DeSart

MEL. 6670
ERICKSON PAVING CO., INC.
GENERAL CONTRACTORS
OFFICE AND YARD
1550 NORTH 34TH STREET
SEATTLE

Astoria, Oregon
June 27, 1942

Oregon State Highway Commission
319 State Office Bldg.
Salem, Oregon

Gentlemen: Tongue Point Job- Contract 2559

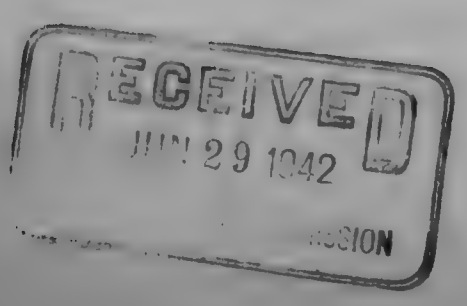
Will you please forward all correspondence, estimates, or anything else relative to the above captioned contract, to Erickson Paving Co., Spexarth Apartments, Apartment 201, Astoria, Oregon, and oblige

Yours very truly,

ERICKSON PAVING CO. INC.

By: J. Erickson

ee



REFERRED TO
BY SECRETARY

encl
attorneys

RECEIVED
AUG 15 1942
FOR FILING

DA-NC 1

OREGON STATE HIGHWAY COMMISSION

4-1115

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 14, 1942

Subject: Tongue Point Project

To:

Mr. R. H. Baldock,
Chief Engineer.

Dear Sir:

This will reply to your letter of August 13 regarding the extra work of clearing and grubbing on the Tongue Point Project by the contractor after the close-down of the W.P.A. work.

We estimated the probable cost of this work on the first order at $2,975.00, based on acreage to be cleaned up. It developed that there was a great deal more work than could be seen due to a lot of grubbing and clean-up logs that had been covered by the W.P.A. operations. Also the contractor was required to pay a maximum labor cost for very inefficient labor and was hampered greatly in keeping the work going and keeping out of the way of grading operations. Some overtime had to be worked for this reason.

The cost of the work to date, which is considered complete except for additional clearing that might be required on account of slides, is $7,700.00. A second authorization for this work is being put through for approval in the amount of $8,000.00.

Yours very truly,

F. D. EASON,
Division Engineer.

State Highway Engineer
NOTED

FDE:AM
cc Mr. H. G. Smith

RECEIVED
FOR FILING

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

DA-NC 1

August 5, 1942

POST OFFICE BUILDING
PORTLAND, OREGON

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith two copies of proposed project agreement for signature and return to this office, covering Oregon Project No. DA-NC 1(1), Tongue Point Section of the Columbia River Highway.

Enclosed is an approved copy of the detail estimate upon which the agreement was based, together with approved copy of specifications.

The suffix (1) has been added to the project designation in accordance with General Administrative Memorandum No. 46. Please use this form which has been heretofore sometimes omitted in access road projects in the designation of future projects.

Very truly yours,

W. H. LYNCH
District Engineer

By L. Caufield

L. J. Caufield
Sr. Highway Engineer

Encls.

RECEIVED
AUG 6 - 1942

Iron

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JUN 29 1942
FOR FILING

DA-NCL

June 27, 1942

Mr. R. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland, Oregon

Dear Sir:

Reference is made to the inquiry contained in your letter of June 24, 1942, concerning the plans for the Tongue Point Section, Project No. DA-NCL, indicating an encroachment by the clearing limits on the railroad right of way at approximate station 50.

Please be advised that subsequent investigation has determined that no clearing is necessary beyond the right of way limit at this point, and accordingly no encroachment actually exists.

Very truly yours,

S. H. BALDOCK
Chief Engineer

By

S. H. Probert
Office Engineer

Dictated by J. W. Nash/ER

RECEIVED
2 9 1942
FOR FILING

DA-NC 1

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

POST OFFICE BUILDING
PORTLAND, OREGON

MONTANA
OREGON
WASHINGTON

June 24, 1942

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to proposed agreement estimate for Oregon Access Road Project DA-NC-1, Tongue Point Section of the Columbia River Highway, received with your letter of June 18, 1942.

In order to be able to take action forwarding this estimate we should have copies of agreement covering the railroad encroachment as requested in our letter of January 8, 1942, authorizing advertising.

The plans show the clearing limits encroaching on the railroad right of way at Station 59. Possibly something less than a formal easement, such as a permission for the slopes to encroach, will do, but we should have some documentary evidence of assent from the railroad.

It may be possible plans have been changed and that the clearing does not extend to the line shown on the railroad right of way. If this is so, please advise. We will hold the estimates till we hear from you.

Very truly yours,

W. H. LYNCH
District Engineer

RECEIVED
JUN 25 1942
STATE HIGHWAY COMMISSION

RECEIVED
JUN 23 1942
FOR FILING

DA-NC 1

June 18, 1942

Mr. W. E. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland, Oregon

Dear Sir:

We are enclosing herewith seven copies of estimate as basis for project agreement for the Tongue Point Section, Project No. DA-NC 1.

Very truly yours,

S. H. BALDOCK
Chief Engineer

By

S. E. Probert
Office Engineer

Dictated by J. E. Nash/ER

Encl.

Oregon State Highway Department

Federal Aceess Road
Project No. DA-HC 1

TONGUE POINT SECTION OF THE

COLUMBIA RIVER HIGHWAY IN CLATSOP COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, June 15, 1942

Inside City of Asteria (Sta. 8+00 to 32+90)

770	cu. yds.	Structural Excavation, Unclassified	$ 1.25	$ 937.50
174,500	cu. yds.	General Excavation, Common	.25	43,570.00
31,000	cu. yds.	General Excavation, Solid Rock	.60	18,600.00
110,000	yd. sta.	Haul Overhaul	.01	1,100.00
3,300	lin. ft.	Rounding Cutbanks	.10	330.00
0.47	mile	Finishing Roadbed and Slopes	600.00	282.00
700	lin. ft.	18" Extra Strength Corr. Metal Pipe, Protected Invert	2.55	1,785.00
3,600	cu. yds.	3" - 0" Rock in Base	1.85	6,660.00
800	cu. yds.	1" - 0" Rock in Leveling Course and Shoulders	2.10	1,680.00
200	cu. yds.	½" - 0" Material in Cushion Course	2.45	490.00
50	M-gals.	Sprinkling	1.50	75.00
6,200	sq. yds.	Portland Cement Concrete Pavement	2.40	14,880.00
3,700	lin. ft.	Contraction Joints	.02	74.00
0.25	mile	Preparation of Base	100.00	25.00
170	cu. yds.	Furnishing and Placing Aggregates	2.40	408.00
3	tons	Furnishing and Placing RC-3 or Emulsified Asphalt in Seal Coat	30.00	90.00
7	tons	Furnishing and Placing RT-4 Tar in Finder Course	28.00	196.00
14	tons	Furnishing and Placing RT-8 Tar	28.00	392.00
		Subtotal		$ 93,394.50
		10% Engr. & Cont.		9,339.45
		Total		$102,733.95

Length 0.471 mile
Cost per mile $ 218,118.78

Outside City (Sta. 32+90 to 60+00)

700	cu. yds.	Structural Excavation, Unclassified	$ 1.25	$ 875.00
143,500	cu. yds.	General Excavation, Common	.26	37,310.00
26,000	cu. yds.	General Excavation, Solid Rock	.60	15,600.00
1,120,000	yd. stas.	Short Overhaul	.01	11,200.00
16,300	C-yd. stas.	Long Overhaul	.25	4,075.00
2,800	lin. ft.	Rounding Cutbanks	.10	280.00
0.51	mile	Finishing Roadbed and Slopes	600.00	306.00
210	lin. ft.	18" Corr. Metal Pipe, Protected Invert	2.25	472.50
90	M-FBM	Treated Lumber in Place	135.00	12,150.00
3,700	cu. yds.	3" - 0" Rock in Base	1.85	6,845.00
800	cu. yds.	1" - 0" Rock in Leveling Course and Shoulders	2.10	1,680.00
200	cu. yds.	¼" - 0" Material in Cushion Course	2.45	490.00
50	M-gals.	Sprinkling	1.50	75.00
6,800	sq. yds.	Portland Cement Concrete Pavement	2.40	16,320.00
4,000	lin. ft.	Contraction Joints	.02	80.00
0.27	mile	Preparation of Base	100.00	27.00
180	cu. yds.	Furnishing and Placing Aggregates	2.40	432.00
3	tons	Furnishing and Placing RC-3 or Emulsified Asphalt in Seal Coat	30.00	90.00
7	tons	Furnishing and Placing MT-4 Tar in Binder Course	28.00	196.00
14	tons	Furnishing and Placing MT-8 Tar	28.00	392.00
			Subtotal	$108,855.50
			10% Engr. & Cont.	10,889.55
			Total	$119,745.05

Length 0.513 mile
Cost per mile $ 233,499.12

SUMMARY OF FUNDS REQUIRED

Item	Total Cost	Federal Access Road Funds	State Funds
Inside City	$102,733.95	$ 75,033.00	$27,700.95
Outside City	119,785.05	87,486.00	32,299.05
	$222,519.00	$162,519.00	$60,000.00

State Funds for Construction: Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. 329, laws 1939
State Funds for Maintenance: Chap. 329, laws 1939

RECEIVED
MAR 6 1942
FOR FILING

DA-710.1

March 5, 1942

Erickson Paving Company
1550 North 34th Street
Seattle, Washington

Gentlemen:

Replying to your communication of March 3, advise that we will not permit you to use the Rent Process in curing the concrete pavement, but will expect you to use the method outlined in your specifications.

Very truly yours,

R. H. Baldock
Chief Engineer

RHB:hl

TEL. 4810

ERICKSON PAVING CO., INC.
GENERAL CONTRACTORS

OFFICE AND YARD
1850 NORTH 34TH STREET
SEATTLE

March 3, 1942

RECEIVED
MAR 5 - 1942
STATE HIGHWAY COMMISSION

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

Re: Tongue Point Section
Contract No. 2559

We would like permission to use the Hunt Process in curing the concrete pavement on the above captioned contract.

Very truly yours,

ERICKSON PAVING COMPANY

By C W Erickson

CWE/vs

RECEIVED
FEB 24 1942
FOR FILING

NA-NC-1

February 24, 1942

Mansfield & Company
Lewis Building
Portland, Oregon

Attention: L. W. Neff

Gentlemen:

In response to your request of February 19, I am forwarding to you today, under separate cover, a set of plans and specifications for the Tongue Point Project, the contract for which was awarded to Erickson Paving Company. I am glad to be of service to you in this regard.

Very truly yours,

DD:AM

Secretary

ASSOCIATE MEMBER

MANSFIELD & CO.

SURETY BONDS — GENERAL INSURANCE
LEWIS BUILDING
PORTLAND, OREGON
ATwater 0181

CHAS. A. MANSFIELD
RES. PHONE
BEACON 3808

L. W. NEFF
RES. PHONE
GARFIELD 8278

February 19, 1942

FEB 1 1942

H. B.Glaisyer, Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Mr. Glaisyer:

Would you please send us another set of plans and specifications on the Tongue Point job on which Erickson Paving Company were low? They have asked us to order some materials in connection with that job and we need the plans and specifications for that purpose.

We thank you for your cooperation in this matter.

Yours very truly

MANSFIELD & CO.

M

Wood is reading above it!!

How is everything going?
L.

RECEIVED
FEB 10 1942
FOR FILING

DH-N-1

February 10, 1942

Ericksen Paving Company
1550 North 34th Street
Seattle, Washington

Gentlemen:

We are forwarding to you today, by express, a fully executed copy of contract No. 2559, which was awarded to you on January 21, 1942, for grading and paving the Tongue Point Section of the Columbia River Highway, in Clatsop County. This is for your records and files. -

Very truly yours,
STATE HIGHWAY COMMISSION

By

AM

Secretary

RECEIVED
FEB 10 1942
FOR FILING

Lit-Nc 1

February 10, 1942

General Casualty Company of America
Mansfield & Company, Resident Agents
302 Lewis Building
Portland, Oregon

Gentlemen:

We are forwarding to you today, by express, a fully executed copy of contract No. 2559, which was awarded to Erickson Paving Company on January 21, 1942, for grading and paving the Tongue Point Section of the Columbia River Highway, in Clatsop County.

This is being forwarded to you, for your records and files, inasmuch as you appear surety on the bond furnished by Erickson Paving Company in connection with this contract.

Very truly yours,
STATE HIGHWAY COMMISSION

By

MM Secretary

RECEIVED
JAN 26 1942
FOR STATE

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN
PORTLAND
HURON W. CLOUGH, MEMBER
CANYONVILLE
HERMAN OLIVER, MEMBER

OREGON
STATE HIGHWAY COMMISSION

R. H. BALDOCK, CHIEF ENGINEER
G. B. McCULLOUGH, ASS'T CHIEF ENGINEER
J. M. DEVERS, CHIEF COUNSEL
H. B. GLAISYER, SECRETARY

DA-NC-1

SALEM

January 24, 1942

IN REPLY PLEASE
REFER TO FILE NO.

Mr. W. H. Lynch
District Engineer
Public Roads Administration
Post Office Box 3900
Portland, Oregon

Attention: Mr. T. M. Davis

Dear Sir:

Herewith are three copies of resolution relative to encroachments and traffic executed by the proper city authorities of the City of Astoria, for Federal Access Road Project No. DA-NC 1, a section of the Columbia River Highway near Tongue Point.

Very truly yours,

R. H. BALDOCK
Chief Engineer

By Oscar Cutler

Oscar Cutler
Asst. Office Engineer

OC:ME

Encl.

RECEIVED
JAN 26 1942
FOR FILING

DA-NC-1

January 24, 1942

Erickson Paving Company
c/o Mansfield & Company
302 Lewis Building
Portland, Oregon

Gentlemen:

We are sending you today by express four copies of contract No. 2559 which was awarded to you by the State Highway Commission on January 21, 1942, covering grading and paving on the Tongue Point Section of the Columbia River Highway, in Clatsop County.

Kindly execute all four copies of this contract as to agreement and bond and return them to this office for approval by the State Highway Commission. When this has been done a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the paragraph under Section 6, page 15, of the printed General Provisions, relating to the Workmen's Compensation Act. You are expected to accept the terms of this act and to carry on your work under this contract in strict conformance thereto.

Your attention is also called to the paragraph on the same page, relating to payment by the contractor of amounts due hospital associations, et cetera.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

BS

NOTED
D. . DeSart

THE ASSOCIATED GENERAL CONTRACTORS
of America, Inc.
WASHINGTON, D. C.

PORTLAND CHAPTER

SKILL, INTEGRITY — RESPONSIBILITY

SUITE 112 MULTNOMAH HOTEL

PORTLAND, OREGON

DIRECTORS

THEODORE ARENZ — M. J. LYNCH
J. C. COMPTON — J. A. LYONS
H. A. DICK — JACK McDOUGALL
E. C. HALL — S. S. MONTAGUE
K. D. HAUSER — C. A. SCHRAM
K. F. JACOBSEN — F. H. SLATE
G. E. KIBBE — J. R. WININGER
H. A. KUCKENBERG

P. L. CROOKS, HONORARY DIRECTOR
NATT McDOUGALL, HONORARY DIRECTOR

THEODORE ARENZ, PRESIDENT
K. F. JACOBSEN, 1ST VICE-PRES.
J. R. WININGER, 2ND VICE-PRES.
H. A. DICK, TREASURER

BELLE DENNIS, SECRETARY

PHONE: ATWATER 7350

Jan. 21, 1942

Oregon State Highway Comm.,
Salem, Ore.,

Gentlemen;

When our contracts for the Tongue Point Section of the Columbia River Highway are prepared and ready for signature, kindly forward them to us in care of Mansfield & Co., 302 Lewis Bldg., Portland, Ore.

Yours Truly,

Erickson Paving Co.,

By: C W Erickson

REFERRED TO
BY SECRETARY

ok as to

Did
8.31

RECEIVED
JAN 23 1942
FOR FILING

DA-NC-1

January 22, 1942

Erickson Paving Company
1590 N. 34th St.
Seattle, Washington

Gentlemen:

The State Highway Commission on January 21, 1942, awarded you the contract for 0.98 mile grading and paving on the Tongue Point Section of the Columbia River Highway, in Clatsop County. This award was based on your low bid of $202,290.00, using tar, submitted on that date.

Contract forms will be sent to you for execution within a few days.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

MB

cc - S. M. Probert
G. S. Person

NOTED
D. DeSart

RECEIVED
JAN 23 1942
FOR FILING

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

January 21, 1942

POST OFFICE BUILDING
PORTLAND, OREGON

DA-NC-1

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to confirm our verbal concurrence in award of contract, as of this date, for Oregon Federal Access Road No. DA-NC 1, the Tongue Point Section of the Columbia River Highway, to Erickson Paving Company, Seattle, Washington, who submitted the low bid on the basis of using tar.

Very truly yours,

W. H. LYNCH
District Engineer

Oregon State Highway Department

Federal Access Road
Project No. DA-SC 1

TONGUE POINT SECTION OF THE COLUMBIA RIVER HIGHWAY IN CLATSOP COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, January 9, 1942

Inside City of Astoria (Sta. 6+00 to 32+80)

750	cu. yds.	Structural Excavation, Unclassified	$1.50	$ 1,125.00
174,500	cu. yds.	General Excavation, Common	.25	43,625.00
31,000	cu. yds.	General Excavation, Solid Rock	.75	23,250.00
110,000	yd. sta.	Short Overhaul	.01	1,100.00
3,500	lin. ft.	Rounding Subbanks	.10	350.00
0.47	mile	Finishing Roadbed and Slopes	300.00	141.00
700	lin. ft.	18" Extra Strength Corr. Metal Pipe, Protected Invert	3.50	2,450.00
3,600	cu. yds.	3" - 0" Rock in Base	1.70	6,120.00
800	cu. yds.	1" - 0" Rock in Leveling Course and Shoulders	2.00	1,600.00
200	cu. yds.	¼" - 0" Material in Cushion Course	2.00	400.00
50	M-gals.	Sprinkling	2.00	100.00
6,200	sq. yds.	Portland Cement Concrete Pavement	2.35	14,570.00
3,700	lin. ft.	Contraction Joints	.05	185.00
0.25	mile	Preparation of Base	200.00	50.00
170	cu. yds.	Furnishing and Placing Aggregates	3.00	510.00
3	tons	Furnishing and Placing RC-3 or Emulsified Asphalt in Seal Coat	30.00	$110,992.00
6	tons	Furnishing and Placing RC-3 Asphalt in Binder Course	30.00	180.00
12	tons	Furnishing and Placing 151-200 Asphalt	30.00	360.00
7	tons	Furnishing and Placing MT-4 Tar in Binder Course	26.00	(Alternate)
14	tons	Furnishing and Placing MT-8 Tar	26.00	(Alternate)
			Subtotal	$ 96,206.00
			10% Engr. & Cont.	9,620.60
			Total	$105,826.60
		Length	0.471 mile	
		Cost per mile	$224,684.49	

Outside City (Sta. 32+90 to 60+00)

700	cu. yds.	Structural Excavation, Unclassified	$ 1.50	$ 1,050.00
143,500	cu. yds.	General Excavation, Common	.25	35,875.00
26,000	cu. yds.	General Excavation, Solid Rock	.75	19,500.00
1,120,000	yd. sta.	Short Overhaul	.01	11,200.00
16,300	C-yd.stas.	Long Overhaul	.40	6,520.00
2,800	lin. ft.	Rounding Cutbanks	.10	280.00
0.51	mile	Finishing Roadbed and Slopes	300.00	153.00
210	lin. ft.	18" Corr. Metal Pipe, Protected Invert	3.00	630.00
90	M-FBM	Treated Lumber in Place	110.00	9,900.00
3,700	cu. yds.	3" - 0" Rock in Base	1.70	6,290.00
800	cu. yds.	1" - 0" Rock in Leveling Course and Shoulders	2.00	1,600.00
200	cu. yds.	¼" - 0" Material in Cushion Course	2.00	400.00
50	M-Gals.	Sprinkling	2.00	100.00
6,800	sq. yds.	Portland Cement Concrete Pavement	2.35	15,980.00
4,000	lin. ft.	Contraction Joints	.05	200.00
0.27	mile	Preparation of Base	200.00	54.00
180	cu. yds.	Furnishing and Placing Aggregates	3.00	540.00
3	tons	Furnishing and Placing RC-3 or Emulsified Asphalt in Seal Coat	30.00	90.00
6	tons	Furnishing and Placing RC-3 Asphalt in Binder Course	30.00	180.00
12	tons	Furnishing and Placing 151-200 Asphalt	30.00	360.00
7	tons	Furnishing and Placing RT-4 Tar in Binder Course	26.00	(Alternate)
14	tons	Furnishing and Placing RT-8 Tar	26.00	(Alternate)
		Subtotal		$110,902.00
		10% Engr. & Cont.		11,090.20
		Total		$121,992.20

Length 0.513 mile
Cost per mile $237,801.55

SUMMARY OF FUNDS REQUESTED

Item	Total Cost	Federal Access Road Funds	State Funds
Inside City	$105,826.60	$ 77,955.34	$27,871.26
Outside City	121,992.20	89,863.46	32,128.74
	$227,818.80	$167,818.80	$60,000.00

TONGUE POINT SECTION

PROJECT NO. DA-NO 1

All necessary right of way has been acquired for this project.

R. H. BALDOCK
Chief Engineer

By

S. H. Probert
Office Engineer

January 9, 1942

PR 46

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

Sheet 1 of 1 Sheets

Estimate of Materials Required for Roadway
(To Accompany P.S. & E.)

Starting Date (Est.) Feb. 15, 1942 State Oregon

Completion Date (Est.) Dec. 31, 1942 Project No. DA-NC 1

Estimated Total Cost Rdwy. $ 227,818.80 Length: Miles .984

Code	Material Item	Unit	Quantity	Code	Material Item	Unit	Quantity
1	Cement	Bbl.	2,100	6	Metal culvert pipe	Lb.	14,500
2	Aggregates	Cy.		7	Reinforcing steel	Lb.	
3	Bituminous mat.	Gal.	10,000	8	Structural steel	Lb.	
4	Lumber	M.	95	10	Explosives	Lb.	50,000
5	Timber piling	Lft.					

STANDARD TIME INDICATED

RECEIVED AT
373 STATE STREET
PHONE 6060
SALEM - OREGON

TELEPHONE YOUR TELEGRAMS TO POSTAL TELEGRAPH

Postal Telegraph

THIS IS A FULL RATE TELEGRAM, CABLEGRAM OR RADIOGRAM UNLESS OTHERWISE INDICATED BY SYMBOL IN THE PREAMBLE OR IN THE ADDRESS OF THE MESSAGE. SYMBOLS DESIGNATING SERVICE SELECTED ARE OUTLINED IN THE COMPANY'S TARIFFS ON HAND AT EACH OFFICE AND ON FILE WITH REGULATORY AUTHORITIES.

R

Form 16 Dbl

35 R AR 44/40 GOVT D L

NX PORTLAND OGN JAN 8TH 1942 124 P

R H BALDOCK

HIGHWYA DEPT SALEM OGN

OREGON DA-NC1 TONGUE POINT ACCESS ROADS[illegible] FORMALLY CERTIFIED BY NAVY AND APPROVED BY COMMISSION PUBLIC ROADS ADMINISTRATION 3RD WE AUTHORIZE ADVERTISEMENT FOR CONSTRUCTION SUBJECT TO STATE PARTICIPATION $ 60,000 AND RECEIPT SATISFACTORY PS&E ASSUMENECESSARY RIGHTS OF WAY ACQUIRED.

LYNCH.

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

January 8, 1942

RECEIVED
JAN 12 1942
STATE HIGHWAY COMMISSION

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

P.S.& E. documents for Oregon Federal Access Road No. DA-NC-1, the Tongue Point Section of the Columbia River Highway, have today been recommended for approval, subject to final review and approval by the Commissioner of Public Roads. This is your authority to advertise for bids.

Copies of agreement covering the railroad encroachment should be forwarded with the project agreement estimate.

Very truly yours,

W. H. LYNCH
District Engineer

RECEIVED
FEB 14 1942
FOR FILING

DA-NC 1

COPY

December 3, 1941

Mr. W. H. Lycnh
District Engineer
Public Roads Admininstation
P. O. Box 3900·
Portland, Oregon

Dear Sir:

We submit herewith the maps and other information that you will need in the preparing of project statements for the Tongue Point and Umatilla Ordnance Depot access road projects.

Plans for both projects are now complete, except for such details as cannot be closed out until final approvals are received and the dates for the letting fixed. They can be advertised any time on one or two days notice.

Very truly yours,

R. H. Baldock
Chief Engineer

By

S. H. Probert
Office Engineer

SHP:ER

Encl.

Form PR. 1-N

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

State Oregon

(Naval reservation or defense industry site)

(Naval district)

Project No. DA - NC 1

PROJECT STATEMENT
DEFENSE HIGHWAY ACT 1941

Date December 3, 1941

The Commissioner of Public Roads
Washington, D. C.

Sir:

The Secretary of the Navy having indicated that the construction or improvement of access roads to

is important to the national defense, the undersigned considers that the project described below as to general character of road work (including bridges thereon) and delineated as to location and termini in diagrammatic form on the accompanying sketch map, will provide a reasonable access road improvement for the above named establishment, and recommends the construction thereof, under the provisions of the Defense Highway Act of 1941.

1. Description: Tongue Point Section of the Columbia River Highway
(Local name of road and points of beginning and ending)

2. Length in miles 0.98 mile

3. General character of improvement Construct new road with 22' high type surface

4. Preliminary estimate of cost: Total $ 226,000

Respectfully submitted,

Approval recommended:

District Engineer,
Public Roads Administration.

(Title)

R I V E R

A

O R I A

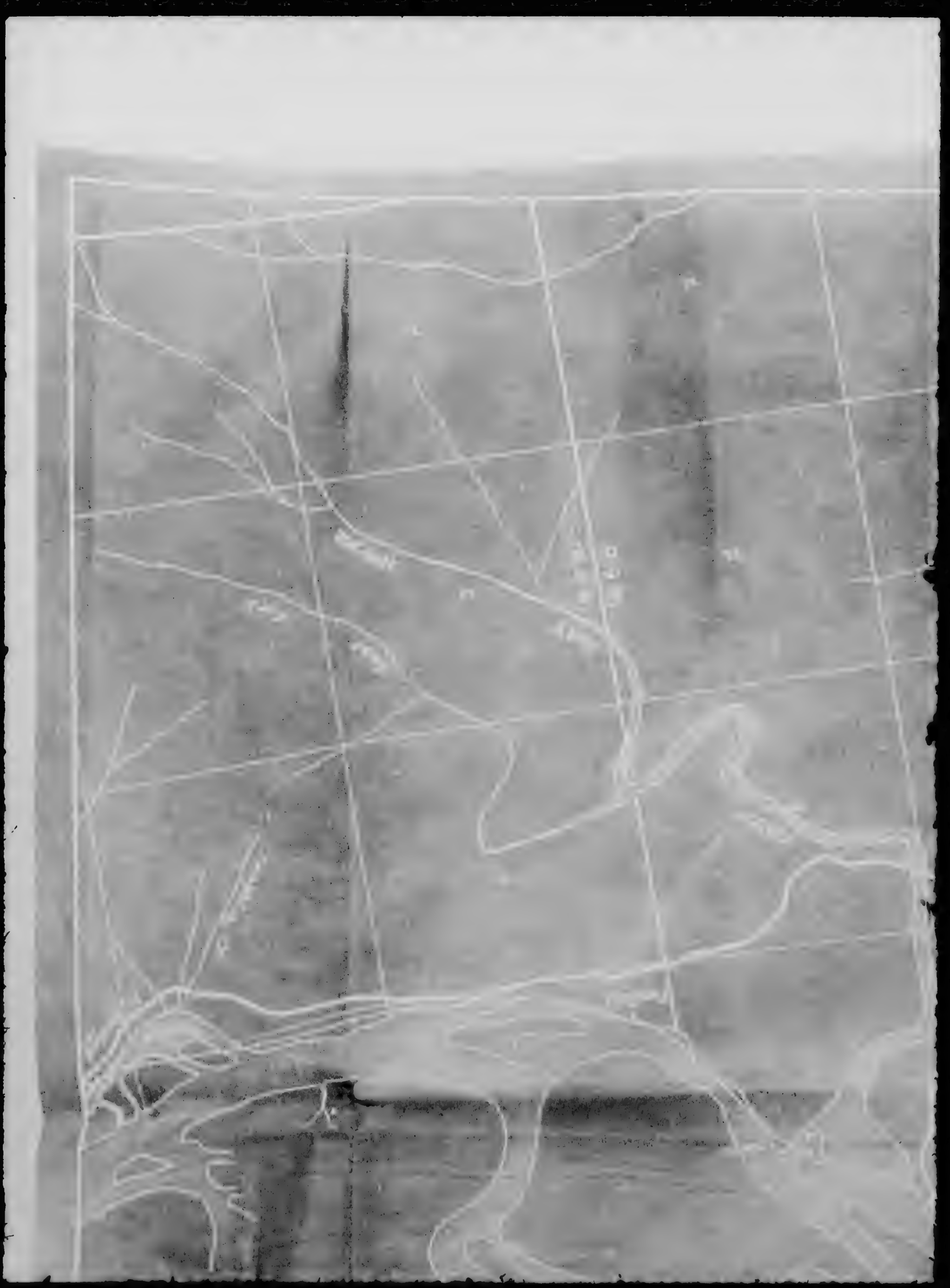
CA

FOSSIL POINT

END OF PROJECT

John Day Sta

Existing 20'
High Type Surface



Mesa
Gila
Graham
Greenlee
Cochise
Pima
Pinal
Santa Cruz
Yuma
La Paz
Maricopa
Yavapai
Coconino
Navajo
Apache
Mohave
Gila River
Salt River
Colorado River
Little Colorado River
Verde River
Bill Williams Fork
Gila Bend Mts.
Superstition Mts.
Mazatzal Mts.
Sierra Ancha
Mogollon Rim
Black Mesa
Hopi Buttes
Navajo Mts.
Kaibab Plateau
Grand Canyon
Painted Desert
Petrified Forest
Meteor Crater
San Francisco Peaks
Sunset Crater
Wupatki Ruins
Walnut Canyon
Oak Creek Canyon
Sedona
Jerome
Prescott
Wickenburg
Bagdad
Kingman
Lake Mead
Lake Mohave
Lake Havasu
Parker
Quartzsite
Yuma
Gila Bend
Ajo
Organ Pipe Cactus Nat. Mon.
Tucson
Saguaro Nat. Mon.
Kitt Peak
Nogales
Sonoita
Patagonia
Sierra Vista
Fort Huachuca
Bisbee
Douglas
Willcox
Safford
Clifton
Morenci
Duncan
Globe
Miami
Superior
Apache Junction
Casa Grande
Florence
Coolidge
Eloy
Chandler
Mesa
Tempe
Scottsdale
Phoenix
Glendale
Peoria
Sun City
Buckeye
Gila Bend
Ajo
Why
Tuba City
Cameron
Flagstaff
Williams
Winslow
Holbrook
Show Low
Snowflake
Taylor
Pinetop-Lakeside
Springerville
Eagar
St. Johns
Concho
Heber
Payson
Pine
Strawberry
Camp Verde
Cottonwood
Clarkdale
Page
Kayenta
Monument Valley
Chinle
Canyon de Chelly
Ganado
Window Rock
Fort Defiance
Chambers
Sanders
Ramah
Zuni
Gallup
Grants
Thoreau
Crownpoint
Shiprock
Farmington
Aztec
Bloomfield
Kirtland
Chaco Canyon
Bluff
Monticello
Blanding
Hanksville
Green River
Moab
Arches Nat. Park
Canyonlands Nat. Park
Dead Horse Point
Natural Bridges Nat. Mon.
Rainbow Bridge Nat. Mon.
Lake Powell
Glen Canyon Dam
Glen Canyon
Escalante
Boulder
Torrey
Capitol Reef Nat. Park
Bryce Canyon Nat. Park
Zion Nat. Park
Kanab
Hurricane
St. George
Cedar City
Parowan
Beaver
Fillmore
Delta
Milford
Minersville
Panguitch
Junction
Richfield
Salina
Manti
Ephraim
Gunnison
Mt. Pleasant
Huntington
Castle Dale
Price
Helper
Wellington
Scofield
Nine Mile Canyon
Duchesne
Roosevelt
Vernal
Dinosaur Nat. Mon.
Flaming Gorge Res.
Flaming Gorge
Manila
Green River
Rock Springs
Evanston
Kemmerer
Diamondville
Fossil Butte Nat. Mon.
Cokeville
Afton
Star Valley
Alpine
Jackson
Grand Teton Nat. Park
Yellowstone Nat. Park
Old Faithful
Yellowstone Lake
Yellowstone River
Snake River
Teton Range
Wind River Range
Wind River Indian Reservation
Fort Washakie
Lander
Riverton
Shoshoni
Thermopolis
Hot Springs State Park
Wind River
Big Horn Mts.
Big Horn River
Big Horn Basin
Cody
Powell
Lovell
Basin
Greybull
Worland
Ten Sleep
Buffalo
Sheridan
Big Horn
Tongue River
Ranchester
Dayton
Story
Big Horn Lake
Big Horn Canyon Nat. Rec. Area
Lovell
Crow Indian Reservation
Crow Agency
Hardin
Little Big Horn Battlefield Nat. Mon.
Custer Battlefield
Billings
Laurel
Red Lodge
Bridger
Columbus
Absarokee
Big Timber
Livingston
Gardiner
Mammoth Hot Springs
Yellowstone Nat. Park
Bozeman
Three Forks
Gallatin River
Madison River
Jefferson River
Missouri River
Gallatin Range
Madison Range
Tobacco Root Mts.
Ruby Range
Centennial Mts.
Henrys Lake
Henrys Fork
Island Park
Ashton
Yellowstone Nat. Park
Targhee Nat. Forest
Big Hole River
Big Hole Battlefield Nat. Mon.
Wisdom
Dillon
Beaverhead River
Beaverhead Mts.
Lemhi Range
Lemhi River
Salmon
Salmon River
Challis
Stanley
Sawtooth Nat. Rec. Area
Sawtooth Range
Sawtooth Nat. Forest
Sun Valley
Ketchum
Hailey
Bellevue
Carey
Craters of the Moon Nat. Mon.
Arco
Idaho Falls
Blackfoot
Pocatello
Chubbuck
Fort Hall Indian Reservation
Fort Hall
Portneuf River
Portneuf Range
Bear River
Bear River Range
Soda Springs
Preston
Franklin
Malad City
Malad River
Malad Range
Oneida Range
Grace
Downey
Tremonton
Bear Lake
Bear Lake Nat. Wildlife Refuge
Montpelier
Paris
Bloomington
Georgetown
Georgetown Summit
Wasatch Range
Wasatch Nat. Forest
Logan
Logan Canyon
Logan River
Cache Valley
Cache Nat. Forest
Hyrum
Wellsville
Mendon
Brigham City
Box Elder
Willard
Perry
Ogden
Ogden River
Ogden Canyon
Pineview Res.
Huntsville
Eden
Ogden Valley
Snow Basin
Powder Mountain
Nordic Valley
Weber River
Weber Canyon
Morgan
Henefer
Echo
Echo Res.
Echo Canyon
Echo Canyon Nat. Rec. Area
Wanship
Coalville
Rockport Res.
Rockport State Park
Kamas
Oakley
Park City
Deer Valley
Brighton
Alta
Snowbird
Big Cottonwood Canyon
Little Cottonwood Canyon
Salt Lake City
Salt Lake
Great Salt Lake
Great Salt Lake Desert
Great Salt Lake Nat. Rec. Area
Antelope Island
Antelope Island State Park
Bonneville Salt Flats
Bonneville Speedway
Wendover
Utah Test and Training Range
Dugway Proving Ground
Dugway Range
Dugway
Stansbury Mts.
Stansbury Island
Tooele
Tooele Valley
Oquirrh Mts.
Oquirrh Range
Bingham Canyon
Bingham
Copperton
Magna
West Valley City
Kearns
Murray
Midvale
Sandy
Draper
Alpine
American Fork
Lehi
Saratoga Springs
Utah Lake
Provo
Provo River
Provo Canyon
Provo River Falls
Orem
Geneva Steel
Vineyard
Pleasant Grove
Lindon
Springville
Spanish Fork
Spanish Fork River
Spanish Fork Canyon
Soldier Summit
Strawberry Res.
Strawberry Valley
Strawberry Reservoir
Duchesne River
Duchesne
Roosevelt
Vernal
Dinosaur Nat. Mon.
Uintah Mts.
Uintah Nat. Forest
Ashley Nat. Forest
Ashley Creek
Ashley Valley
Ashley Gorge
Ashley Falls
Ashley Falls Nat. Rec. Area
Flaming Gorge Res.
Flaming Gorge
Manila
Green River
Rock Springs
Evanston
Kemmerer
Diamondville
Fossil Butte Nat. Mon.
Cokeville
Afton
Star Valley
Alpine
Jackson
Grand Teton Nat. Park
Yellowstone Nat. Park
Old Faithful
Yellowstone Lake
Yellowstone River
Snake River
Teton Range
Wind River Range
Wind River Indian Reservation
Fort Washakie
Lander
Riverton
Shoshoni
Thermopolis
Hot Springs State Park
Wind River
Big Horn Mts.
Big Horn River
Big Horn Basin
Cody
Powell
Lovell
Basin
Greybull
Worland
Ten Sleep
Buffalo
Sheridan
Big Horn
Tongue River
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Lovell
Crow Indian Reservation
Crow Agency
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Little Big Horn Battlefield Nat. Mon.
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Blackfoot
Pocatello
Chubbuck
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Malad River
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Downey
Tremonton
Bear Lake
Bear Lake Nat. Wildlife Refuge
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Paris
Bloomington
Georgetown
Georgetown Summit
Wasatch Range
Wasatch Nat. Forest
Logan
Logan Canyon
Logan River
Cache Valley
Cache Nat. Forest
Hyrum
Wellsville
Mendon
Brigham City
Box Elder
Willard
Perry
Ogden
Ogden River
Ogden Canyon
Pineview Res.
Huntsville
Eden
Ogden Valley
Snow Basin
Powder Mountain
Nordic Valley
Weber River
Weber Canyon
Morgan
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Echo Canyon
Echo Canyon Nat. Rec. Area
Wanship
Coalville
Rockport Res.
Rockport State Park
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Oakley
Park City
Deer Valley
Brighton
Alta
Snowbird
Big Cottonwood Canyon
Little Cottonwood Canyon
Salt Lake City
Salt Lake
Great Salt Lake
Great Salt Lake Desert
Great Salt Lake Nat. Rec. Area
Antelope Island
Antelope Island State Park
Bonneville Salt Flats
Bonneville Speedway
Wendover
Utah Test and Training Range
Dugway Proving Ground
Dugway Range
Dugway
Stansbury Mts.
Stansbury Island
Tooele
Tooele Valley
Oquirrh Mts.
Oquirrh Range
Bingham Canyon
Bingham
Copperton
Magna
West Valley City
Kearns
Murray
Midvale
Sandy
Draper
Alpine
American Fork
Lehi
Saratoga Springs
Utah Lake
Provo
Provo River
Provo Canyon
Provo River Falls
Orem
Geneva Steel
Vineyard
Pleasant Grove
Lindon
Springville
Spanish Fork
Spanish Fork River
Spanish Fork Canyon
Soldier Summit
Strawberry Res.
Strawberry Valley
Strawberry Reservoir
Duchesne River
Duchesne
Roosevelt
Vernal
Dinosaur Nat. Mon.
Uintah Mts.
Uintah Nat. Forest
Ashley Nat. Forest
Ashley Creek
Ashley Valley
Ashley Gorge
Ashley Falls
Ashley Falls Nat. Rec. Area

COLUMBIA RIVER HWY.

OREGON COAST HWY.

A

T

O

R

BAY

Slough

Cook

Youngs River

Miles Crossing

OREG. COAST HWY.

30

26

COLUMBIA RIVER HWY

YOUNGS BAY

Slough

Cook

To Seaview

Miles Crossing

29

SN-FAP 307-A-2 Boardman-Stanfield Sec., 1942
Boardman-Stanfield Hwy.
#2560

FORM E-80 2M 1-48

OREGON STATE HIGHWAY COMMISSION

207-A-2

INTER-DEPARTMENT CORRESPONDENCE

May 18, 1963

SUBJECT: Request for release of warrants on final estimates.

To: Mr. H. R. Glaisyer
Co-ordinator

	Vou. #	Contr. #	Est. #	Name	Am't.	Wt. #	Note
1.	5661	2560	12 Final	F. R. Hewett	7,324.84	240761	
2.							
3.							
4.							
5.							
6.							
7.							
8.							
9.							
10.							
11.							
12.							

Accepted? Yes OK to release on - HHS

ACCOUNTING DIVISION

By _____
Bookkeeping Dept.

Approved _____
Secretary

RECEIVED
APR 27 1943
FOR FILING

307-A-2

Salem, Oregon
April 26, 1943

P. K. Hewitt Co.
General Contractors
Omak, Washington

Gentlemen:

In reply to your letter of April 24, addressed to Resident Engineer L. L. Chandler, concerning payment for work performed under Extra Work Order No. 1 on the Swanson-Stanfield Project, Contract No. 2560, we wish to advise that payment of $527.91 was made under that order on Estimate No. 14, for which the pay voucher was issued on March 16.

It is the last of the items listed on that voucher.

Very truly yours,

S. H. BALDOCK
State Highway Engineer

By

S. E. Probert
Office Engineer

SEP:ER

cc to P. K. Hewitt Co.
420 West 22nd Avenue
Spokane, Washington

Paul Van Scoy

April 24, 1943
Omak, Washington

COPY

Mr. L. R. Chandler, Resident Engineer
State Highway Commission
Pendleton, Oregon

Dear Sir:

Referring to our letters of March 29th and April 3rd requesting an explanation of how, if at all, we are being paid for work performed under Extra Work Order No. I.

Your attention to this matter will be appreciated by.

Yours very truly,

F. R. Hewett

FRH:pjh
copy: R. H. Baldock

April 3, 1943

COPY

Mr L.R.Chandler, Resident Engineer
State Highway Commission
Pendleton, Oregon

Attention: Mr L.C.Johnson

Dear Sir:

Boardman-Stanfield
Contract No. 2560

Referring to our letter of March 28th and your reply of March 31st:

Item No. 10 of the Final Estimate covers 3/4" to ½" mineral aggregate and may include the material delivered to the maintenance department, altho we have no evedence to corroborate its inclusion.

With reference to building the grade at Station 1348x50, Extra Work Order No.1: I dont know what you mean by "sheet #3 of Summary Quantity Sheets". We received one sheet, Form A-144-X-38-6-41, with each monthly estimate, but there is no reference to the items in question on any of these sheets.

A further explanation of the matter would be appreciated by

Yours very truly

F. R. Hewett

Copy: R. H. Baldock

March 31, 1943
Pendleton, Oregon

COPY

To:
Mr. F. R. Hewett
420 West 22nd Avenue
Spokane, Washington

Dear Sir:

In reply to your letter concerning the two items you failed to find on your estimate.

The work of building up the grade at Sta. 1348-50, Extra Force Order #1, is shown on sheet #3 of Quantity Summary sheets. The 3/4"-0" rock mentioned is shown on page 1, line 10, item #10 of Monthly Estimate.

The amount 57.1 C. Y. is computed from section 22-18 of standard specifications which states that the state may take rock from bunkers or stock piles, the measurement being truck measure.

1.05 C. Y. truck measure equivalent to 1.00 C. Y. stock pile measure, therefore, 60 C. Y. x 0.95 = 57.1 C. Y.

Very truly yours

F. R. Hewett
L. R. Chandler
L. R. Chandler, Resident Engineer

By L. C. Johnson

copy: R. H. Baldock

March 28, 1943.

COPY

Mr L.R.Chandler, Resident Engineer
State Highway Commission
Pendleton, Oregon

Boardman-Stanfield
Contract No. 2560

Dear Sir:

I have signed and mailed to Salem your estimate No. 11 on this project.

There are two small items which you may have taken care of, but I am unable to detect them on the estimate, namely:-

The work of building up the grade at Station 1348 x 50 authorized by Order For Extra Work No.1, 260 cubic yards of ½" to 3/4" oil rock delivered to the Maintenance Department August 5th and 6th.

Yours very truly

F. R. Hewett

copy: R. H. Baldock

RECEIVED
APR 26 1943

RECEIVED
APR 23 1943
FOR PUBLIC

307-A-2

April 23, 1943

General Casualty Company of America
C. H. Cleaver, Agent
Board of Trade Bldg.
Portland, Oregon

Gentlemen:

You are hereby notified that state highway contract No. 2560 for work on the Boardman-Stanfield Section of the Boardman-Stanfield Highway, in Morrow and Umatilla Counties, has been completed by the contractor, F. R. Hewett, and that final payment in the amount of $7,324.84 will be made on or after May 3, 1943.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues, or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

This notice is served upon you since you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total contract amount is $240,733.19, of which amount $327.91 represents the amount of force account items. This contract was completed on December 12, 1942, and accepted by the Commission on January 14, 1943.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

RS

NOTED
A. L. MONSON

RECEIVED
MAR
FOR P.L. C

307-A-2

March 19, 1943

General Casualty Company of America
C. H. Cleaver, Agent
Board of Trade Building
Portland, Oregon

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semifinal payment to F. R. Hewett on contract No. 2560, covering construction of the Boardman-Stanfield Section of the Boardman-Stanfield Highway, in Morrow & Umatilla Counties. This payment, in the amount of $27,188.82, will be made on or after March 29, 1943.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

Kindly acknowledge receipt of this letter.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

AM

NOTED
A. L. MONSON

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

March 2, 1943

307-B-3
2560

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Final inspection of Oregon SN-FAP 307-B (3), Morrow County Line-Stanfield Section of the Boardman-Stanfield Highway, was made by a representative of this office on December 17, 1942.

Prompt submission of the final voucher will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By L. Caufield
L. J. Caufield
Sr. Highway Engineer

RECEIVED
MAR - 1943

307-A-2

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

March 2, 1943

POST OFFICE BUILDING
PORTLAND, OREGON

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Final inspection of Oregon SN-FAP 307-A (2), Boardman-Morrow County Line Section of the Boardman-Stanfield Highway, was made by a representative of this office on December 17, 1942.

Prompt submission of the final voucher will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By L. Caufield
L. J. Caufield
Sr. Highway Engineer

RECEIVED
MAR - 1943
STATE HIGHWAY COMMISSION

RECEIVED
JAN 2 7 1943
FOR FILING

307-1-2

January 25, 1943

Mr. F. E. Howett
420 West 22nd Avenue
Spokane, Washington

Dear Sir:

The State Highway Commission, at its meeting on January 14, 1943, granted you the extension of time requested, from September 30 to December 12, 1942, without penalty, in connection with contract No. 2560, Boardman-Stanfield Section of the Boardman-Stanfield Highway, in Morrow and Umatilla Counties.

Very truly yours,
STATE HIGHWAY COMMISSION

By

MR Secretary

cc - Mr. Tom Seay

RECEIVED
JAN 7 1943
FOR FILING

307-A-2

January 4th, 1943

Mr. E. E. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland, Oregon

Dear Sir:

Will you kindly concur in an extension of time for F. B. Hazelet on his Contract No. 3560, BR-PSF 307-A (2), 3 (3), confining on the Reedsport-Gardiner Section, from September 30th, 1942 to December 15th, 1942.

The delay was primarily caused by the inability of the bridge contractor to obtain reinforcing steel for the bridge over the Umpqua River. The delay on the bridge delayed the grading contractor, which in turn delayed the surfacing contractor from completing the surfacing on the east end of the job until later in the season than was and repair parts were very difficult to obtain. The contractor was very short of competent men and rarely had a full crew of any kind.

It is requested that this concurrence be without engineering penalty.

Very truly yours,

H. H. BALDOCK
CHIEF ENGINEER

E

cc to: K. G. Smith

Form E-1—SM—4-42

OREGON STATE HIGHWAY COMMISSION 46

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

207-A-2

For Week Ending January 2, 1942

Section Boardman - Stanfield

Highway Boardman - Stanfield

Contractor F. R. Hewitt

Date of contract January 21, 1942

Date work started February 15, 1942

Amount of contract $247, 175.00

Estimated cost of completed project, exclusive of engineering $257,383.42

Per cent of contract completed, based on total contract price . . . . . 97 %

Engineering cost to date, $ 13,244.28, ... %

Kind of work Surfacing & Oiling

Section prefix 25-1011

Contract number 2560

Date of completion September 30, 1942

Estimated date of completion December 15, 1942

Per cent of time elapsed 129 %

Date project was completed December 15, 1942

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Party working on semi-finals

RECEIVED

NOTED

E. M. B...

Signed L. R. Chandler

Address Pendleton, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities					
Estimated quantities moved or placed to date					
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

..... County, ...%; ..... County,.....%; ..... County, ...%; ..... County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ....., Power graders ....., Rollers ....., Mixers ....., Crushing or screening plants.....

Compressors ....., Bulldozers ....., Sheep-foot rollers ....., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Fair		
Monday	Cloudy		
Tuesday	Cloudy		
Wednesday	Rain		
Thursday	Rain		
Friday	Fair		
Saturday	Cloudy		

STATE PRINTING DEPT.

RECEIVED

307-A-2

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA IDAHO WASHINGTON

Stencil No. 124

September 30, 1942

POST OFFICE BUILDING
PORTLAND, OREGON

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Oregon SN-FAP 307-A (2)
Boardman-Morrow County Line Section
Boardman-Stanfield Hwy.

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the _____ project agreement and certificate for the above-numbered project.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield

L. J. Caufield
Sr. Highway Engineer

Encl.

RECEIVED
OCT -1 1942

La

Wash pr-15733

Form P. R. 2

State Oregon

Federal Aid Project No. [redacted] 307-A(2)

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 23rd day of July, 1942

by and between The Oregon State Highway Commission

, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Federal Works Administrator, hereinafter called the Administrator, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 19th day of November, 19 42, a project statement, which was approved on the 11th day of December, 19 42, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated for the administration of the Federal Highway Act, has furnished surveys, plans, specifications, and estimates for Section A(2) of said project which were recommended for approval by the District Engineer of the Public Roads Administration on the 6th day of January 19 42; and

Whereas the Administrator has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of one hundred eight thousand, four hundred twenty and 00/100

dollars ($ 108,420.00) as the share of the United States payable under said act on account of Section A(2) of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Administrator do hereby mutually agree as follows:

16—11370

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(*a*) By the State ..... Chap. 175, Laws 1917; Chap. 31, Laws 1939; Chap. 589, Laws 1939
(Include date and citation of act of legislature by which authorized)

(*b*) From other sources .....

.....
(State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between survey station 30+00 in Sec. 8, T. 4 N. - R. 25 E., W.M., and survey station 765+79.2 on the east line of Sec. 26, T. 4 N. - R. 27 E., W.M.

....., length 13.955 miles, in Morrow County, being Section A(2) of Oregon Federal Aid project No. S-FAP 307, consisting of 13.955 miles of roadway and no bridges each of more than 20 feet clear ..... in length.

RECEIVED
16—11379
SEP 25 1942
DISTRICT 1

RECEIVED
SEP 22 1942
REGIONAL

RECEIVED
AUG 10 1942
DISTRICT 1

RECEIVED
JUL 17 1942
DISTRICT 1

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Administrator or his agents, and in accordance with the laws of said State, the rules and regulations of the Administrator, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Administrator or his authorized representatives. Such construction work as may be performed by force account shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Administrator, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

This project is located on the strategic network of highways and is subject to certain provisions of the Defense Highway Act of 1941, approved November 19, 1941 (Pub. Law No. 295 - 77th Cong.)

16—11379

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section A(2) of said project shall not in any event exceed the sum of one hundred eight thousand, four hundred twenty and 00/100 dollars ($108,420.00), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of one hundred thirty-three thousand, eight hundred forty-nine and 10/100 dollars ($133,849.10), the approved total estimated cost of Section A(2) of said project.

PAYMENTS

ARTICLE V. As the construction of said project progresses, the Administrator shall from time to time draw warrants on the Secretary of the Treasury for the payment to The State Treasurer

(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon

(Name)

of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Administrator after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

The Administrator reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chap. 589, Laws 1939.

(Include reference to statute authorizing funds and probable amount annually available)

RECEIVED * SEP 25 1942 * DISTRICT 1

RECEIVED * AUG 10 1942 DISTRICT 1

RECEIVED * JUL 27 1942 DISTRICT 1

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

GPO 16—11370

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 119

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Administrator on the _____ day of AUG 26 1942, 19__

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Henry F. Cabell

Chairman, State Highway Commission
(Title of officer)

By Thos. H. Cluck

Member, State Highway Commission
(Title of officer)

By _____

Member, State Highway Commission
(Title of officer)

By _____

_____
(Title of officer)

By _____

_____
(Title of officer)

FEDERAL WORKS ADMINISTRATOR,

By T. H. MacDonald

Acting Commissioner of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE 16—11870

Form PR. 8—Revised

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

THE SECRETARY OF THE TREASURY, AND

THE STATE HIGHWAY DEPARTMENT OF THE STATE OF Oregon

Pursuant to the acts above cited, I hereby certify—

FIRST. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Agency as Federal Aid Project No. ~~SK-PAP-307-A(2)~~ State of Oregon

SECOND. That in accordance with said provisions I have approved the sum of $ ~~133,849.10~~ as the total estimated cost of said project, and the sum of $ ~~108,420.00~~ as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this ..... day of .....
one thousand nine hundred and AUG 26 1942

FEDERAL WORKS ADMINISTRATOR,

By .....
Acting Commissioner of Public Roads.

RECEIVED
SEP 25 1942
DISTRICT 1
U. S. GOVERNMENT PRINTING OFFICE 16—10180

RECEIVED

Stencil No. 124

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

307-B-3

POST OFFICE BUILDING
PORTLAND, OREGON

September 8, 1942

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Oregon SN-FAP 307-B (3)
Morrow County Line-Stanfield Sec.
Boardman-Stanfield Hwy.

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the _____ project agreement and certificate for the above-numbered project.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield

L. J. Caufield
Sr. Highway Engineer

Encl.

RECEIVED
SEP 9 1942
STATE HIGHWAY COMMISSION

Hon

ssrpr-15569

Form P. R. 2

State Oregon

Federal Aid Project No. S-PAP 207-B(3)

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 15th day of July, 1942

by and between The Oregon State Highway Commission

, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Federal Works Administrator, hereinafter called the Administrator, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 19th day of November, 19 40, a project statement, which was approved on the 11th day of December, 19 40, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated for the administration of the Federal Highway Act, has furnished surveys, plans, specifications, and estimates for Section B(3) of said project which were recommended for approval by the District Engineer of the Public Roads Administration on the 6th day of January 19 42; and

Whereas the Administrator has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of sixty-six thousand, five hundred eighty and 00/100

dollars ($ 66,580.00) as the share of the United States payable under said act on account of Section B(3) of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Administrator do hereby mutually agree as follows:

16—11870

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Administrator or his agents, and in accordance with the laws of said State, the rules and regulations of the Administrator, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Administrator or his authorized representatives. Such construction work as may be performed by force account shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Administrator, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

This project is located on the strategic network of highways and is subject to certain provisions of the Defense Highway Act of 1941, approved November 19, 1941 (Pub. Law No. 295 - 77th Cong.)

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT.

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section 3(3) of said project shall not in any event exceed the sum of sixty-six thousand, five hundred eighty and 00/100 dollars ($ 66,580.00), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of one hundred nineteen thousand, two hundred thirty-one and 20/100 dollars ($ 119,231.20), the approved total estimated cost of Section 3(3) of said project.

PAYMENTS

ARTICLE V. As the construction of said project progresses, the Administrator shall from time to time draw warrants on the Secretary of the Treasury for the payment to

The State Treasurer
(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of

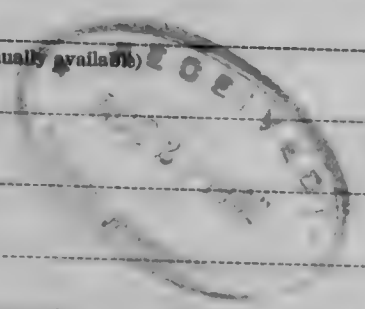
Oregon
(Name)

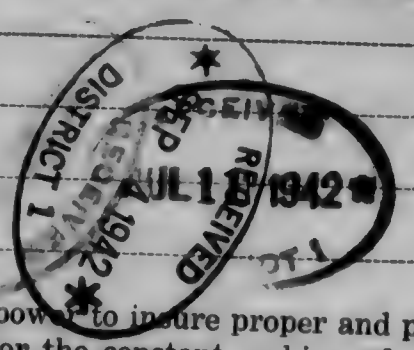
of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Administrator after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

The Administrator reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chap. 509, Laws 1939
(Include reference to statute authorizing funds and probable amount annually available)





The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

GPO 16—11279

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Administrator on the JUL 29 1942 day of _____, 19____

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Henry F. Cabell
Chairman, State Highway Commission
(Title of officer)

By _____
Member, State Highway Commission
(Title of officer)

By Herman Oliver
Member, State Highway Commission
(Title of officer)

By _____
(Title of officer)

By _____
(Title of officer)

FEDERAL WORKS ADMINISTRATOR,

By _____
Acting Commissioner of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE 16—11379

Form PR. 3—Revised

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

THE SECRETARY OF THE TREASURY, AND

THE STATE HIGHWAY DEPARTMENT OF THE STATE OF Oregon

Pursuant to the acts above cited, I hereby certify—

FIRST. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Agency as Federal Aid Project No. [illegible]-FAP 307-B(3) State of Oregon

SECOND. That in accordance with said provisions I have approved the sum of $ 119,231.29 as the total estimated cost of said project, and the sum of $ 96,580.00 as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this ..... day of .....
one thousand nine hundred and JUL 29 1942

FEDERAL WORKS ADMINISTRATOR,

By .....
Acting Commissioner of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE 16—10139

DISTRICT 1
★ SEP 4 1942 ★
RECEIVED

RECEIVED
AUG 14 1942
FOR FILING

307-A-2

#3560

August 13, 1942

Mrs. F. L. Bennett
420 South 22nd Avenue
Spokane, Washington

Dear Mrs.

Your failure to comply with the provision of your Bourne-Fairfield Contract, which calls for the submission of transcripts of pay rolls, makes it necessary for us to withhold further payments until all overdue transcripts are received.

Very truly yours,

L. E. Baldwin
Chief Engineer

SHP:ER

Copies sent to
H. Van Sooy
H. S. Smith
J. R. Chandler

FORM E-80 5M 8-41

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

La Grande, Oregon

August 11, 1942

Subject: 25-1011

To:

Mr. H. G. Smith
Construction Engineer
Salem, Oregon

Dear Sir:

Please ask Mr. Probert to withhold payment on Estimate No. 6, Boardman-Stanfield project until the transcripts of labor payrolls are received from the contractor.

These payrolls are behind from June 27th to date and the Engineer has been unable to get them.

Very truly yours

Paul Burtenay

Division Engineer

PVS V

cc

RECEIVED
AUG 12 1942

RECEIVED
JUL 21 1942
FOR FILING

307-B-3

July 20, 1942

Mr. W. E. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland, Oregon

Dear Sir:

We are enclosing herewith two signed copies of project agreement for the Morrow County Line-Stanfield Section, Project No. SM-PAP 307-B (3).

Very truly yours,

R. H. BALDOCK
Chief Engineer

By

S. E. Probert
Office Engineer

Dist. by J. E. Esch/EE

Encl.

RECEIVED
JUL 14 1942
FOR FILING

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

IN YOUR REPLY PLEASE
REFER TO FILE NO. 307-B-3

July 13, 1942

POST OFFICE BUILDING
PORTLAND, OREGON

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Oregon SN-FAP 307-B (3)
Morrow County Line-Stanfield Section
Boardman-Stanfield Highway

Dear Sir:

We are forwarding herewith two copies of proposed project agreement for signature and return to this office.

Enclosed is an approved copy of the detail estimate, upon which the agreement was based, together with approved copy of specifications.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
L. J. Caufield
Sr. Highway Engineer

RECEIVED
JUL 2 6 1942
FOR FILING
FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

(Stencil #28)

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE REFER TO FILE NO. 307-A-2

July 17, 1942

POST OFFICE BUILDING
PORTLAND, OREGON

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Oregon SN-FAP 307-A (2)
Boardman-Umatilla County Line
Boardman-Stanfield Highway

Dear Sir:

We are forwarding herewith two copies of proposed project agreement for signature and return to this office.

Enclosed is an approved copy of the detail estimate, upon which the agreement was based, together with approved copy of specifications.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
L. J. Caufield
Sr. Highway Engineer

307-A-2

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE
MONTANA
OREGON
WASHINGTON

June 23, 1942

POST OFFICE BUILDING
PORTLAND, OREGON

RECEIVED
JUN 24 1942
FOR FILING

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Before forwarding the proposed agreement estimate for Oregon Federal Aid Project SN-FAP 307-A (2), Boardman-Umatilla County Line Section of the Boardman-Stanfield Highway, submitted with your letter of June 18, 1942, we corrected an error in the extension of the item "Furnishing and Placing RC-3 or Emulsified Asphalt." This error was not carried through to the totals, which were added as if the correct extension $4,462 had been set down.

Very truly yours,

W. H. LYNCH
District Engineer

RECEIVED
JUN 24 1942
STATE HIGHWAY COMMISSION

for

RECEIVED
JUN 23 1942
FOR FILING

307-B-3

June 18, 1942

Mr. W. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland, Oregon

Dear Sir:

We are enclosing herewith seven copies of estimate as basis for project agreement for the Morrow County Line-Stanfield Section, Project No. SH-FAP 307-B (3).

Very truly yours,

R. H. BALDOCK
Chief Engineer

By

S. K. Probert
Office Engineer

Dictated by J. W. Nash/ER

Encls.

Oregon State Highway Department

Federal Aid Project
No. SM-FAP 307-B (3)

MORROW COUNTY LINE-STANFIELD SECTION OF THE
BOARDMAN-STANFIELD HIGHWAY IN UMATILLA COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, June 13, 1942

23,600	cu. yds.	1" - 0" Rock or 3/4" - 0" Gravel in Leveling Course and Shoulders	$ 1.50	$ 35,400.00
1,200	cu. yds.	Filler	.40	480.00
1,700	yd. mi.	Hauling Filler	.10	170.00
2,600	M-gals.	Sprinkling	1.25	3,250.00
11.94	miles	Preparation of Base	100.00	1,194.00
17,300	cu. yds.	Furnishing and Placing Aggregates	2.10	36,330.00
440	tons	Furnishing and Placing 151-200 Asphalt	25.00	11,000.00
670	tons	Furnishing and Placing 121-150 Asphalt	25.00	16,750.00
166	tons	Furnishing and Placing RC-3 or Emulsified Asphalt	23.00	3,818.00
			Subtotal	$108,392.00
			10% Engr. & Cont.	10,839.20
			Total	$119,231.20

Length of Roadway 11.537 miles
Cost per mile $ 10,334.67

Federal Aid Funds- -$ 96,980.00
State Funds- 22,251.20

$119,231.20

State Funds for Construction: Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. 329, laws 1939
State Funds for Maintenance: Chap. 329, laws 1939

RECEIVED
JUN 23 1942
FOR FILING

307-A-2

June 18, 1942

Mr. W. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 7900
Portland, Oregon

Dear Sir:

We are enclosing herewith seven copies of estimate as basis for project agreement for the Boardman-Umatilla County Line Section, Project No. SN-FAP 307-A (2).

Very truly yours,

R. H. BALDOCK
Chief Engineer

By

E. E. Probert
Office Engineer

Initialed by J. V. Nash/ER

Encls.

Oregon State Highway Department

Federal Aid Project
No. SM-SAP 307-A (2)

BOARDMAN-UMATILLA COUNTY LINE SECTION

OF THE BOARDMAN-STANFIELD HIGHWAY IN MORROW COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, June 13, 1942

Surfacing and Oiling

26,400	cu. yds.	1" - 0" Rock or 3/4" - 0" Gravel in Leveling Course and Shoulders	$ 1.50	$ 39,600.00
1,300	cu. yds.	Filler	.40	520.00
1,900	yd. mi.	Hauling Filler	.10	190.00
2,900	M-gals.	Sprinkling	1.25	3,625.00
13.94	miles	Preparation of Base	100.00	1,394.00
18,400	cu. yds.	Furnishing and Placing Aggregates	2.10	38,640.00
1,330	tons	Furnishing and Placing 151-200 Asphalt	25.00	33,250.00
194	tons	Furnishing and Placing RC-3 or Emulsified Asphalt	23.00	4,850.00
			Subtotal	$121,681.00
			10% Engr. & Cont.	12,168.10
			Total	$133,849.10

Length of Roadway 13.935 miles
Cost per mile $ 9,605.24

Federal Aid Funds	$108,420.00
State Funds	25,429.10
	$133,849.10

State Funds for Construction: Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. 329, laws 1939
State Funds for Maintenance: Chap. 329, laws 1939

RECEIVED
FEB 10 1942
FOR FILING

217-A-2

February 10, 1942

Mr. P. R. Hewett
420 West 22nd Avenue
Spokane, Washington

Dear Sir:

We are forwarding to you today, by express, a fully executed copy of contract No. 2560, which was awarded to you on January 21, 1942, for surfacing and bituminous macadam on the Boardman-Stanfield Section of the Boardman-Stanfield Highway, in Morrow and Umatilla Counties. This copy is for your records and files.

Very truly yours,
STATE HIGHWAY COMMISSION

By

AK Secretary

RECEIVED
FEB 10 1942
FOR FILING

E-7-A-2

February 10, 1942

General Casualty Company of America
C. H. Cleaver, Resident Agent,
Board of Trade Building
Portland, Oregon

Gentlemen:

We are forwarding to you today, by express, a fully executed copy of contract No. 2560, which was awarded to F. R. Hewett on January 21, 1942, for surfacing and bituminous macadam on the Boardman-Stanfield Section of the Boardman-Stanfield Highway, in Morrow and Umatilla Counties.

This is being forwarded to you inasmuch as you appear surety on the bond furnished by Mr. Hewett, and is for your records and files.

Very truly yours,
STATE HIGHWAY COMMISSION

By

AM Secretary

RECEIVED
JAN 26 1942
FOR FILING

307-9-2

January 24, 1942

Yale Oil Corporation
Billings, Montana

Attention of Mr. C. E. Cox

Gentlemen:

In reply to your inquiry of January 20, regarding grades of asphaltic material required on the Boardman-Stanfield Section of the Boardman-Stanfield Highway in Umatilla County, we advise that the bid items for this project call for the furnishing and placing of 1,770 tons of 151-200 penetration asphalt, 670 tons of 121-150 penetration asphalt and 360 tons of either RC-3 asphalt or emulsified asphalt, the latter quantity to be of the grade selected by the contractor.

Under the terms of the contract, the 670 tons of 121-150 penetration asphalt is the minimum quantity of that grade of asphalt required, and the bid quantity of 151-200 penetration asphalt is subject to reduction with resultant increase in the quantity of 121-150 asphalt required. The exact quantities of each grade of asphalt required on this particular project depend to a large degree on options offered the contractor and are not, therefore, determinable by us.

Very truly yours,

R. H. BALDOCK
Chief Engineer

By

S. H. Probert
Office Engineer

VGO'H:ER

REFINERIES:
BILLINGS
KALISPELL
MONTANA

YALE OIL CORPORATION
OF SOUTH DAKOTA

REFINERIES:
WORLAND
LOVELL
WYOMING

ALL QUOTATIONS SUBJECT TO IMMEDIATE ACCEPTANCE AND SPECIAL CONDITIONS NOTED ON BACK HEREOF

REFINING GASOLINE

GENERAL OFFICES
BILLINGS, MONTANA

Billings, Montana
January 20, 1942

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

Dear Sir:

We note that bids will be opened on the Boardman-Stanfield Section of the Boardman-Stanfield Highway, Federal Aid Projects Nos. SN-FAP 307-A(2) and SN-FAP 307-B(3) on January 21, 1942.

This project requires 2800 tons of asphaltic road oil. Will you kindly advise the grades of asphaltic material required on this project?

Yours very truly,
YALE OIL CORPORATION

By C E Cox
Mgr. Asphalt Division

CECox/fv

HANCOCK
MEMBER OF PENNSYLVANIA GRADE CRUDE OIL ASSOCIATION
100% PURE
PENNSYLVANIA
OIL
Made from the richest grade crude oil in the world

RECEIVED
JAN 26 1942
FOR FILING

307-4-K

January 24, 1942

Mr. F. R. Hewett
420 West 22nd Avenue
Spokane, Washington

Dear Sir:

We are sending you today by express four copies of contract No. 2560 which was awarded to you by the State Highway Commission on January 21, 1942, covering surfacing and bituminous macadam on the Boardman-Stanfield Section of the Boardman-Stanfield Highway, in Morrow and Umatilla Counties.

Kindly execute all four copies of this contract as to agreement and bond and return them to this office for approval by the State Highway Commission. When this has been done a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the paragraph under Section 6, page 15, of the printed General Provisions, relating to the Workmen's Compensation Act. You are expected to accept the terms of this act and to carry on your work under this contract in strict conformance thereto.

Your attention is also called to the paragraph on the same page, relating to payment by the contractor of amounts due hospital associations, et cetera.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

RS

NOTED
D. DeSart

RECEIVED
JAN 23 1942
FOR FILING

307-9-2

January 22, 1942

Mr. F. E. Hewett
420 West 22nd Avenue
Spokane, Washington

Dear Sir:

The State Highway Commission on January 21, 1942, awarded you the contract for 25.58 miles surfacing and bituminous macadam on the Boardman-Stanfield Section of the Boardman-Stanfield Highway, in Morrow and Umatilla Counties. This award was based on your low bid of $247,173.00, submitted on that date.

Contract forms will be sent to you for execution within a few days.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

RS

cc - S. H. Probert
G. S. Paxson

NOTED
D. DeSart

RECEIVED
JAN 23 1942
FOR FILING

R

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

January 21, 1942

POST OFFICE BUILDING
PORTLAND, OREGON

307-A-2

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to confirm our verbal concurrence in award of contract, as of this date, for Oregon Federal Aid Projects Nos. SN-FAP 307-A (2) and SN-FAP 307-B (3), Boardman - Stanfield Section of the Old Oregon Trail, to F. R. Hewitt, Spokane, Washington, who submitted the low bid.

Very truly yours,

W. H. LYNCH
District Engineer

RECEIVED
JAN - 8 1942
FOR FILING

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

January 6, 1942

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON
RECEIVED
JAN 8 - 1942
STATE HIGHWAY COMMISSION

307-B-3

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

P.S. & E. documents for Oregon SN-FAP 307-B (3), the Morrow County Line-Stanfield Section of the Boardman-Stanfield Highway, U. S. 30, have today been recommended for approval, subject to final review and approval by the Commissioner of Public Roads. This is your authority for advertising.

The project is being forwarded with the understanding that if the provision on page 5 of the proposal, allowing the contractor to elect the type of surfacing he will place between Stas. 30 and 1008, is not satisfactory, revised specifications will be issued.

Prompt submission of the bid tabulation and agreement estimate will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By F. E. Andrews
F. E. Andrews
Sr. Highway Engineer

307-B-3

RECEIVED
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Oregon State Highway Department

Federal Aid Project
No. SH-PAP 307-B (3)

MORROW COUNTY LINE-STANFIELD SECTION OF THE BOARDMAN-STANFIELD HIGHWAY IN UMATILLA COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, January 5, 1942

23,600	cu. yds.	1½" - 0" Rock on 3/4" - 0" Gravel in Leveling Course and Shoulders	$1.65	$ 38,940.00
1,200	cu. yds.	Filler	.40	480.00
1,700	yd. mi.	Hauling Filler	.15	255.00
2,600	M-gals.	Sprinkling	1.50	3,900.00
11.94	miles	Preparation of Base	150.00	1,791.00
17,300	cu. yds.	Furnishing and Placing Aggregates	2.60	44,980.00
440	tons	Furnishing and Placing 1½-200 Asphalt	23.00	10,120.00
670	tons	Furnishing and Placing 121-150 Asphalt	23.00	15,410.00
166	tons	Furnishing and Placing RC-3 or Emulsified Asphalt	23.00	3,818.00
			Subtotal	$119,694.00
			10% Engr. & Cont.	11,969.40
			Total	$131,663.40

January 5, 1942

Length of Roadway	11.537 miles
Cost per mile	$ 11,412.27

Federal Aid Funds-	$105,330.00
State Funds-	26,333.40
	$131,663.40

MORROW COUNTY LINE-STANFIELD SECTION

PROJECT NO. SH-FAP 307-B (3)

All necessary right of way has been acquired for this project.

R. H. BALDOCK
Chief Engineer

By

S. H. Probert
Office Engineer

January 5, 1942

PR 46

Roadway (Umatilla Co. Line-Stanfield Section)

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

Sheet 1 of 1 Sheets

Estimate of Materials Required for Roadway
(To Accompany P.S. & E.)

Starting Date (Est.) February 15, 1942 State Oregon

Completion Date (Est.) September 30, 1942 Project No. SN-FAP 307-B (3)

Estimated Total Cost Hwy. $ 131,663.40 Length: Miles 11.557

Code	Material Item	Unit	Quantity	Code	Material Item	Unit	Quantity
1	Cement	Bbl.		6	Metal culvert pipe	Lb.	
2	Aggregates	Cy.	306,000	7	Reinforcing steel	Lb.	
3	Bituminous mat.	Gal.		8	Structural steel	Lb.	
4	Lumber	M.		10	Explosives	Lb.	
5	Timber piling	Lft.					

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FOR FILING

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

January 6, 1942

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JAN 8 - 1942
Oregon
STATE HIGHWAY COMMISSION
POST OFFICE BUILDING
PORTLAND, OREGON

MONTANA
OREGON
WASHINGTON

307-G-2

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

P.S. & E. documents for Oregon SN-FAP 307-A (2), the Boardman-Morrow County Line Section, Boardman-Stanfield Highway, U. S. 30, have today been recommended for approval, subject to final review and approval by the Commissioner of Public Roads. This is your authority for advertising.

The project is being forwarded with the understanding that if the provision on page 5 of the proposal, allowing the contractor to elect the type of surfacing he will place between Stas. 30 and 1008, is not satisfactory, revised specifications will be issued.

Prompt submission of the bid tabulation and agreement estimate will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By F. E. Andrews
F. E. Andrews
Sr. Highway Engineer

Oregon State Highway Department

Federal Aid Project
No. SR-FAP 307-A (2)

BOARDMAN-UMATILLA COUNTY LINE SECTION

OF THE BOARDMAN-HEPPNER HIGHWAY IN MORROW COUNTY

PROJECT NO. SR-FAP 307-A (2)

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, January 5, 1942

All necessary rights of way have been acquired for this project.

26,400	cu. yds.	1" - 0" Rock or 3/4" - 0" Gravel in Leveling Course and Shoulders	$1.65	$ 43,560.00
1,300	cu. yds.	Filler	.40	520.00
1,900	yd. mi.	Hauling Filler	.15	285.00
2,900	M-gals.	Sprinkling	1.50	4,350.00
13.94	miles	Preparation of Base	150.00	2,091.00
18,400	cu. yds.	Furnishing and Placing Aggregates	2.60	47,840.00
1,330	tons	Furnishing and Placing 151-200 Asphalt By	23.00	30,590.00
194	tons	Furnishing and Placing RC-3 or Emulsified Asphalt	23.00	4,462.00
		Subtotal		$133,698.00
		10% Engrg. & Cont.		13,369.80
		Total		$147,067.80

January 5, 1942

Length of Roadway 13.935 miles
Cost per mile $ 10,553.84

Federal Aid Funds	$117,650.00
State Funds	29,417.80
	$147,067.80

BOARDMAN-UMATILLA COUNTY LINE

PROJECT NO. SN-FAP 307-A (2)

All necessary right of way has been acquired for this project.

R. H. BALDOCK
Chief Engineer

By

S. H. Probert
Office Engineer

January 5, 1942

PR 46

Roadway (Stanfield-Morrow Co. Line Section)

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

Sheet 1 of 1 Sheets

Estimate of Materials Required for Roadway
(To Accompany P.S. & E.)

Starting Date (Est.) February 15, 1942 State Oregon

Completion Date (Est.) Sept. 30, 1942 Project No. SM-PAP 307-A (2)

Estimated Total Cost Roy. $ 147,067.80 Length: Miles 13.935

Code	Material Item	Unit	Quantity	Code	Material Item	Unit	Quantity
1	Cement	Bbl.		6	Metal culvert pipe	Lb.	
2	Aggregates	Cy.		7	Reinforcing steel	Lb.	
3	Bituminous mat.	Gal.	363,000	8	Structural steel	Lb.	
4	Lumber	M.		10	Explosives	Lb.	
5	Timber piling	Lft.					

RECEIVED
JAN - 2 1942
FOR FILING
Roads
Projects
Preliminary
307-A-2

January 2, 1942

Public Roads Administration
Box 3900
Portland, Oregon

Gentlemen:

We are enclosing five copies of an application for a preference rating to cover the Boardman-Stanfield surfacing work. This application has been prepared in accordance with the instructions for the same accompanying your letter of December 22, 1941.

The project number for this job has not been shown, as we do not have that information in this office. Will you please fill this in for us?

We plan on calling for bids on this work sometime early this month.

Yours very truly,

R. H. Baldock
Chief Engineer

CAB:TH
Enc.
cc: Bridge Department

RECEIVED
JAN - 3 1942
FOR FILING

Const.
Fed. Aid
Programs & Projects

Charge to the account of _____ $ _____

CLASS OF SERVICE DESIRED			
DOMESTIC		CABLE	
TELEGRAM		ORDINARY	
DAY LETTER		URGENT RATE	
SERIAL		DEFERRED	
OVERNIGHT TELEGRAM		NIGHT LETTER	X
SPECIAL SERVICE		SHIP RADIOGRAM	

Patrons should check class of service desired; otherwise the message will be transmitted as a telegram or ordinary cablegram.

WESTERN UNION

1217-B

R. B. WHITE
PRESIDENT

NEWCOMB CARLTON
CHAIRMAN OF THE BOARD

J. C. WILLEVER
FIRST VICE-PRESIDENT

CHECK

ACCOUNTING INFORMATION

TIME FILED

Send the following telegram, subject to the terms on back hereof, which are hereby agreed to

RECEIVED
JAN - 3 1942
FOR FILING

SALEM, OREGON
JANUARY 2, 1942

MR. W. H. LYNCH
DISTRICT ENGINEER
PUBLIC ROADS ADMINISTRATION
POST OFFICE BUILDING
PORTLAND, OREGON

WE DESIRE TO INCLUDE IN 1943 PROGRAM OF REGULAR FEDERAL AID PROJECTS THE CONSTRUCTION OF ROCK BASE AND BITUMINOUS MACADAM WEARING SURFACE ON BOARDMAN STANFIELD SECTION OF COLUMBIA RIVER HIGHWAY, FEDERAL AID PROJECTS SN 307-A AND SN 307-B STOP THESE PROJECTS SERVE UMATILLA ORDNANCE DEPOT AND HAVE BEEN CERTIFIED BY WAR DEPARTMENT STOP IMMEDIATE COMMENCEMENT WORK NECESSARY STOP PLAN TO RUN ADVERTISEMENT JANUARY 7 AND TO RECEIVE BIDS JANUARY 21 STOP MAY WE HAVE FAVORABLE ACTION ON PROGRAMMING OF PROJECTS AS ABOVE INDICATED

R. H. BALDOCK

307-A-2

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

RECEIVED
JAN 6 1942
FOR FILING

January 2, 1942

POST OFFICE BUILDING
PORTLAND, OREGON

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir,

Reference is made to your letter of December 15, 1941, and subsequent conversations relative to approval for construction of the surfacing on Oregon SN-FAP 307-A (2) and B (3), the Boardman-Stanfield Section of the Old Oregon Trail, U. S. 30.

We are in receipt of telegraphic advice that we may authorize advertising for this work with Federal Aid funds on the strategic network ratio.

General Administrative Memorandum No. 144, (a copy of which is being mailed you today together with revised program forms), requires the re-programming of all projects, and the instructions of General Administrative Memorandum 144 should be followed except that 6 copies of the program form and letter size maps for each project will be required.

We would suggest also that request for preference rating be submitted at once. ← Sent Jan. 2nd

Upon submission of the program data, mentioned above, the regular Federal Aid procedure should be followed. ← Sent Jan. 5th

Very truly yours,

W. H. LYNCH
District Engineer

226-1054 No. Burgard St. Sec.,
City Streets in Portland 1942

#2561

RECEIVED
JUL 3 1942
FOR FILING

22C-1057
256L

July 2, 1942

Shell Oil Company, Inc.
1220 S. W. Morrison St.
Portland, Oregon

Gentlemen: Attention Frank A. Warner

In accordance with your letter of June 29 you are advised that contract No. 256L with Porter W. Pitt, was completed February 20, 1942 and accepted by the State Highway Commission on April 2, 1942. The total amount of money paid on this contract was $16,550.10.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

NOTED
D. G. DeSart

RECEIVED
APR 14 1942
FOR FILING

326-1057
2561

April 13, 1942

Continental Casualty Company
Tate, Westenfelder & Berg, Inc.
Wilcox Building
Portland, Oregon

Gentlemen:

You are hereby notified that State Highway contract No. 2561 for paving the North Burgard Street Section in the City of Portland, Multnomah County, has been completed by the contractor, Porter W. Yett, and that final settlement will be made on or after April 23, 1942.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you since you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the contractor in connection with this contract will be $16,550.10, including final payment, of which $327.61 is for force account work. This contract was completed on February 20, 1942, and accepted by the Commission April 2, 1942.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

MM

NOTED
P. G. DeSart

RECEIVED
APR 8 1942
FOR FILING

-226-1054
2561

April 7, 1942

Continental Casualty Company
Tate, Westenfelder & Berg, Inc.
Wilcox Building
Portland, Oregon

Gentlemens

You are advised that it is the intention of the State Highway Commission to make semi-final payment to Porter W. Yett, on contract No. 2561, covering 0.72 mile paving on North Burgard Street in the City of Portland, Multnomah County. This payment, in the amount of $5,673.30, will be made on or after April 17, 1942. The retained percentage is $750.00.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

Kindly acknowledge receipt of this letter.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

[redacted]

NOTED
D. . DeSart

Form B-1—634—4-41

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending March 21, 1942

Section Burgard Street Resurfacing — Kind of work Paving

Highway City Street Portland — Section prefix 226-1054 State

Contractor Porter W. Yett — Contract number 2561

Date of contract January 21, 1942 — Date of completion See Contract, 19

Date work started February 2, 1942 — Estimated date of completion Feb. 20, 1942

Amount of contract $18,392.00 — Per cent of time elapsed 100 %

Estimated cost of completed project, exclusive of engineering $18,392.00

Per cent of contract completed, based on total contract price 100 %

Engineering cost to date, $1095.00, % — Date project was completed Feb 20, 1942

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

The final estimate is ready tobe sent in with the exception of the copies of the Contractor's Extra Work Order payroll. The estimate will be delivered th the Division Office early next week.

NOTED
RAY WEBBER

NOTED
E.

RECEIVED
MAR 23 1942

Signed

Address 9200 SE Mc Loughlin Blvd Port. Ore

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

Form E-1—5M—4-41

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending March 14th. 1942., 19....

Section Burgard Street Resurfacing. Kind of work Paving.

Highway City Street, portland. Section prefix 226-1054; State

Contractor Porter W. Yett. Contract number 2561.

Date of contract January 21st. 1942., 19.... Date of completion See Contract., 19....

Date work started February 2nd. 1942, 19.... Estimated date of completion Feb 20th. 1942., 19....

Amount of contract . . . . . $ 18,392.00 Per cent of time elapsed ....%

Estimated cost of completed project, exclusive of engineering . . . . . $ 18,392.00

Per cent of contract completed, based on total contract price . . . . . 100 %

Engineering cost to date, $ 850.00, ...% Date project was completed Feb 20th. 1942., 19....

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

The semi final estimate on this job is very nearly finished and will be delivered to the Division Office next week.

RECEIVED
MAR 16 1942
C. C. [illegible]

NOTED
C. L. WEBBER

NOTED
E. M. [illegible]

Signed A. B. Dean

Address 9200 SE McLoughlin Blvd. Port. Ore.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					.72
Miles partially completed					
Miles completed					.72
Total estimated quantities				3016 Tons.	
Estimated quantities moved or placed to date				3016 Tons.	
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day	0)				
Hours per shift	0				
Average force on project for week	0				

Percentages of men employed on contract to be secured from:

..... County, ...%; ..... County, ...%; ..... County, ...%; ..... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ....., Power graders ....., Rollers ....., Mixers ....., Crushing or screening plants .....

Compressors ....., Bulldozers ....., Sheet-foot rollers ....., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Rain		
Monday	"		
Tuesday	Fair		
Wednesday	Rain		
Thursday	Cloudy		
Friday	Rain		
Saturday	Cloudy		

STATE PRINTING DEPT.

RECEIVED
FEB 4 1942
FOR FILING

226-1054
2561

February 3, 1942

Mr. Porter W. Yett
6500 N. E. Ainsworth Street
Portland, Oregon

Dear Sir:

We are sending you today by express a fully executed copy of Contract No. 2561 which was awarded to you on January 21, 1942, by the State Highway Commission covering 0.72 mile paving on the North Burgard Street Section of city streets in Portland, Multnomah County. This copy is for your records and files.

We are also sending an executed copy to the surety on your bond.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

MS

NOTED
D DeSart

RECEIVED
FEB 4 1942
FOR FILING

226-1057
2561

February 3, 1942

Continental Casualty Company
Tate, Westenfelder & Berg, Inc.
Wilcox Building
Portland, Oregon

Gentlemen:

We are sending you today by express a fully executed copy of contract No. 2561, which was awarded to Porter W. Yett by the State Highway Commission on January 21, 1942, covering 0.72 mile paving on the North Burgard Street Section, Portland.

Inasmuch as you are surety for the contractor on this job, we are sending you this copy of the contract for your records and files.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

MS

NOTED
D DeSart

RECEIVED
JAN 24 1942
FOR FILING

226-1054
2561

January 23, 1942

Mr. Porter W. Yett
6500 N. E. Ainsworth St.
Portland, Oregon

Dear Sir:

We are sending you today by express four copies of contract No. 2561 which was awarded to you by the State Highway Commission on January 21, 1942, covering 0.72 mile paving on the North Burgard Street Section, in the City of Portland, Oregon.

Kindly execute all four copies of this contract as to agreement and bond and return them to this office for approval by the State Highway Commission. When this has been done a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the paragraph under Section 6, page 15, of the printed General Provisions, relating to the Workmen's Compensation Act. You are expected to accept the terms of this act and to carry on your work under this contract in strict conformance thereto.

Your attention is also called to the paragraph on the same page, relating to payment by the contractor of amounts due hospital associations, et cetera.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

EB

NOTED
D DeSart

RECEIVED
JAN 23 1942
FOR FILING

226-10JK
2361

January 22, 1942

Mr. Porter W. Yeth
6500 N. E. Ainsworth
Portland, Oregon

Dear Sir:

The State Highway Commission on January 21, 1942, awarded you the contract for 0.72 mile paving on the North Burgard Street Section of the North Burgard Highway, in Portland. This award was based on your low bid of $18,392.00 submitted on that date.

Contract forms will be sent to you for execution within a few days.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By:

Secretary

MS

cc - S. H. Probert
G. S. Petersen

NOTED
D DeSart

29-3405 Tillamook Maintenance Shed
Construction 1942

2562

RECEIVED
MAY 20 1942
FOR FILING

29-340s

May 18, 1942

United Pacific Insurance Company
Sealers and Foley, Inc.
Ladd and Bush Bank Building
Salem, Oregon

Gentlemen:

We have today been informed by Mr. A. LaFosse of Tillamook, that his claim against A. T. Fox, in the amount of $40.00, for painting the Tillamook maintenance building under contract No.2562 has been paid in full.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

EB/am

cc - A. T. Fox
1065 S. Liberty St.
Salem, Oregon

NOTED
D. G. DeSart

May 18, 1942

Mr. A. LaCasse
1012 11th St., 5th Avenue East
Tillamook, Oregon

Dear Sirs

We have your note, at the bottom of a copy of our letter of May 13 to the United Pacific Insurance Company, advising that you have received payment in full for your claim, in the amount of $40.00, against A. T. Fox for painting the Tillamook maintenance building, which Mr. Fox constructed under contract No. 2562.

We thank you for this notice.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

DD/mm

NOTED
D. G. DeSart

...SSIONERS
...RY F. CASELL, CHAIRMAN
PORTLAND
HURON W. CLOUGH, MEMBER
CANYONVILLE
HERMAN OLIVER, MEMBER
JOHN DAY

OREGON
STATE HIGHWAY COMMISSION

R. H. BALDOCK, CHIEF ENGINEER
C. S. McCULLOUGH, ASS'T CHIEF ENGINEER
J. M. DEVERS, CHIEF COUNSEL
H. S. GLAISYER, SECRETARY

SALEM

May 13, 1942

IN REPLY PLEASE
REFER TO FILE NO.

United Pacific Insurance Company
Seallars and Foley, Inc.
Ladd and Bush Building
Salem, Oregon

Gentlemen:

We have been advised today by Mr. A. LaCasse, 1012 11th Street, 5th Avenue East, Tillamook, that he has a claim, in the amount of $40.00, for labor performed on contract No. 2562 with Arthur T. Fox, for construction of a maintenance building at Tillamook.

We are advising you of this claim since you appear as surety on the contract.

Very truly yours;
STATE HIGHWAY COMMISSION

By _____
Secretary

MK

cc - Arthur T. Fox
1065 S. Liberty St.
Salem, Oregon

Mr La Casse
Please sign paid
and send to Highway Com.
G. T. Fox

May 15-42
Received from Mr A. T Fox
full payment for painting
for
A Lacasse

Thank you

RECEIVED
MAY 13 1942

RECEIVED
MAY 14 1942
FOR FILING

29-3405-

May 13, 1942

United Pacific Insurance Company
Scallars and Foley, Inc.
Ladd and Bush Building
Salem, Oregon

Gentlemen:

We have been advised today by Mr. A. LaCasse, 1082 11th Street, 5th Avenue East, Tillamook, that he has a claim, in the amount of $40.00, for labor performed on contract No. 2562 with Arthur T. Fox, for construction of a maintenance building at Tillamook.

We are advising you of this claim since you appear as surety on the contract.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

MM

cc - Arthur T. Fox
1065 S. Liberty St.
Salem, Oregon

May 13, 1942

Mr. A. LaCasse
1012 11th Street, 5th Avenue East
Tillamook, Oregon

Dear Sir:

We have your letter of May 11 advising us of your claim, in the amount of $40.00, against Arthur T. Fox for labor performed on his contract No. 2562 for construction of a maintenance building at Tillamook.

We are bringing your claim to the attention of the United Pacific Insurance Company, surety on the contract, for whom Scellars and Foley, Inc., Ladd & Bush Building, Salem, are agents, and also to the attention of Mr. Fox.

We advise that you file your claim direct with this surety company and that, if you do not receive satisfaction within a reasonable length of time, you also file your claim with the Secretary of State, in accordance with Chapter 527, Oregon Laws, 1939, copy of which is enclosed for your guidance. When you do receive payment for this claim will you please advise us for the purpose of completing our records.

Very truly yours,

Secretary

DD/mm

NOTED
D. G. DeSart

REFERRED TO
SECRETARY

Tillamook Ore
May 11 — 42

Dear Sir

RECEIVED

Concerning the building that Mr Hoy built for the State here in Tillamook. he gave me the painting to do for the price of $40.00 the job was done 3 weeks ago and I wrote to him about settlement for my labor and he never answer me, so if I dont hear from him in the next couple of days I will file a lean on the building. Yours A LaCasse
1012 11 STR 3-FTH Ave E. Tillamook. Ore.

highway contract
ge Building, in
contractor, Arthur
ount is ready for
d the usual ten
fore that time
e.

npaid claims for
ny claims, debts,
e of such work and
that the state
ms should there be

nce you appear as
contractor. Kindly

advise that the total
amount paid the contractor in connection with this contract will be $2,742.98, including final payment, and that no force account was performed thereon. This contract was completed on April 20, 1942, and accepted by the Commission on April 30, 1942.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

ES

NOTED
D.G. DeSart

RECEIVED
MAY 8 1942
FOR FILING

29-3405

May 7, 1942

United Pacific Insurance Company
Scellars & Foley, Inc.
Ladd & Bush Bank Building
Salem, Oregon.

Gentlemen:

You are hereby notified that state highway contract No. 2562 for work on the Tillamook Maintenance Building, in Tillamook County, has been completed by the contractor, Arthur T. Fox, and that the warrant for final settlement is ready for immediate release. This warrant will be held the usual ten days from today, unless we hear from you before that time consenting to its release at an earlier date.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues, or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

This notice is served upon you since you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the contractor in connection with this contract will be $2,742.98, including final payment, and that no force account was performed thereon. This contract was completed on April 20, 1942, and accepted by the Commission on April 30, 1942.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

RS

NOTED
D.G. DeSart

RECEIVED
FEB 4 1942
FOR FILING

February 3, 1942

Mr. A. T. Fox
1065 South Liberty St.
Salem, Oregon

Dear Sir:

We are handing you, herewith, a fully executed copy of contract No. 2562 which was awarded to you on January 21, 1942, by the State Highway Commission, covering construction of a frame maintenance building, approximately 32' x 50', at Tillamook, in Tillamook County. This copy is for your records and files.

We are also sending an executed copy to the surety on your bond.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

RS

NOTED
DeSart

RECEIVED
FEB 4 1942
FOR FILING

29-21605

February 3, 1942

United Pacific Insurance Company
Scellars & Foley, Inc.
Ladd & Bush Bank Building
Salem, Oregon

Gentlemen:

We are handing you, herewith, a fully executed copy of contract No. 2562, which was awarded to A. T. Fox by the State Highway Commission on January 21, 1942, covering construction of a frame maintenance building, approximately 32' x 50', at Tillamook, in Tillamook County. This copy is for your records and files, inasmuch as you appear as surety for the contractor on this job.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

MS

NOTED
D. DeSart

RECEIVED
JAN 24 1942
FOR FILING

24-340

January 23, 1942

Mr. A. T. Fox
1065 South Liberty Street
Salem, Oregon

Dear Sir:

Enclosed herewith
We ~~are sending you today by express~~ four copies of contract No. 2562, which was awarded to you January 21, 1942, by the State Highway Commission, for the construction of a 32' x 50' shed with concrete foundation at Tillamook, in Tillamook County, for storage of highway maintenance equipment.

Kindly execute all four copies of this contract as to agreement and bond and return them to this office for approval by the State Highway Commission. When this has been done, a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the paragraph on page 25 of the General Provisions, relating to the Workmen's Compensation Act. You are expected to accept the terms of this act and to carry on your work under this contract in strict conformance thereto.

Your attention is also called to the paragraph on the same page, relating to payment by the contractor of amounts due hospital associations, et cetera.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

MS

NOTED
D. \ DeSart

RECEIVED
JAN 23 1942
FOR FILING

24-940

January 22, 1942

Mr. A. T. Fox
1065 S. Liberty St.
Salem, Oregon

Dear Sir:

The State Highway Commission on January 21, 1942, awarded you the contract for the construction of a 32' x 50' shed with concrete foundation at Tillamook, in Tillamook County, for storage of highway maintenance equipment. This award was based on your low bid of $2,741.00, submitted on this date.

Contract forms will be sent to you for execution within a few days.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

cc - H. H. Probert
U. S. [redacted]

NOTED
D DeSart

DA-WR-1 Umatilla Ordnance Depot 1942
Undercrossing
#2563

Da-WR-1

RECEIVED
AUG 11 1944

August 8, 1944

COPY

Union Pacific Railroad Company
Omaha 2, Nebraska

Attention: Mr. R. M. Sutton
Auditor of General and Station Accounts

Gentlemen:

Reference is made to your letter of August 3 concerning your unpaid bills for work on various grade separation projects in Oregon.

Your Bill No. 84140, Agreement No. 4924, covering work on the overcrossing of your main line near Stanfield in Umatilla County, Oregon, should be ready for payment in the near future. All accounts on this project have been audited by the Public Roads Administration with the possible exception of the railroad bill itself, which will be audited from the Omaha office. As soon as we receive a return from the Public Roads Administration, the voucher can go through for payment.

Your Bill No. 135960, Agreement No. 5088, covering work on the undercrossing of your main line at Ordnance in Umatilla County, Oregon, is in the same status as given above. Your Bill No. 132759, Agreement No. 4127, covering work on the Burgard Street Overcrossing of your railroad in Multnomah County, has not yet been audited by the Public Roads Administration. The date of their next audit in this office is indefinite but we hope it will be within the next 60 to 90 days.

Your Bill No. 13447, Agreement No. 4107, and your Bill No. 132761, Agreement No. 4129, covering work on the Going Street Overcrossing of your tracks in the City of Portland, has not yet been audited by the Public Roads Administration. The Agreement between the railroad company and the State covering this work was only executed a short time ago and has now been submitted to the Public Roads Administration, after which an audit of the accounts can be made.

Very truly yours,

C. B. McCullough
Assistant State Highway Engineer.

GSP GM
cc G. S. Paxson
Carl Smith

COPY

3V-24

RECEIVED
JUN 14 1943
PORTLAND

DH-WR 1

June 12, 1943

General Casualty Co. of America
C. H. Cleaver, Agent
Board of Trade Bldg.
Portland, Oregon

Gentlemen:

You are hereby notified that state highway contract No. 2563 for construction of undercrossing and 0.44 mile approach road at the South end of Umatilla Ordnance Depot, in Umatilla County, has been completed by the contractor, F. R. Hewett, and that final payment in the amount of $1,112.55 will be made on or after June 22, 1943.

The State is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues, or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

For your information we wish to advise that the total contract amount is $41,015.84 and that no force account work was performed therein. This contract was completed on December 12, 1942 and accepted by the Commission on January 14, 1943.

This notice is served upon you since you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

Very truly yours,

STATE HIGHWAY COMMISSION

BY

Secretary

EB

NOTED
A. L. MONSON

RECEIVED
MAY 10 1943
FOR FILING

DA-WR-1

May 8, 1943

General Casualty Company of America
C. M. Cleaver, Agent
Board of Trade Building
Portland, Oregon

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semifinal payment to F. R. Hewett on contract No. 2563, covering construction of an undercrossing at the south end of the Umatilla Ordnance Depot, in Umatilla County. This payment, in the amount of $2,430.13, will be made on or after May 18, 1943. The retained percentage is $1,234.12.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

Kindly acknowledge receipt of this letter.

Very truly yours,
STATE HIGHWAY COMMISSION

By

AM Secretary

NOTED
A. L. MONSON

Form E-1—826—4-42

DA-WR 1

OREGON STATE HIGHWAY COMMISSION
FIELD ENGINEER'S WEEKLY REPORT
FOR CONSTRUCTION PROJECTS ONLY

For Week Ending March 27, 1943

Section Umatilla Ordnance Depot Undercrossing
Kind of work Grading Surfacing & Oiling
Highway Access Road No. DA WR #1
Section prefix 230-1090
Contractor F. R. Hewett
Contract number 2565
Date of contract X January 21, 1943
Date of completion December 12, 1943
Date work started February 28, 1943
Estimated date of completion December 12, 1943
Amount of contract . . . . . $ 38,392.50
Per cent of time elapsed ____%
Estimated cost of completed project, exclusive of engineering . . . . . $ 43,937.41
Per cent of contract completed, based on total contract price . . . . . 100 %
Engineering cost to date, $ 2,526.25, ____%
Date project was completed December 12, 1943

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Sent semi-final in on March 27, 1943

RECEIVED
MAR 29 1943
OFFICE OF
CONSTR... ENGINEER

Signed L. R. Chandler
Address Pendleton, Oregon

NOTED
E. M. BOOTH

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities					
Estimated quantities moved or placed to date					
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

..... County, ...%; ..... County,.....%; ..... County, ...%; ..... County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Trucks under 2 tons							
Trucks over 2 tons							
Trailers							

Equipment used during week: Shovels ....., Power graders ....., Rollers ....., Mixers ....., Crushing or screening plants.....

Compressors ....., Bulldozers ....., Sheep-foot rollers ....., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

STATE PRINTING DEPT.

EA-WR 1

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

March 9, 1943

POST OFFICE BUILDING
PORTLAND, OREGON

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Final inspection of Oregon DA-WR 1, Umatilla Ordnance Depot Undercrossing, was made by a representative of this office on December 17, 1942.

Prompt submission of the final voucher will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By L. Caufield
L. J. Caufield
Sr. Highway Engineer

RECEIVED
MAR 10 1943
STATE HIGHWAY COMMISSION

RECEIVED
JAN 27 1943
FCR&PE

DA-WR-1

January 25, 1943

Mr. F. R. Hewett
420 West 22nd Avenue
Spokane, Washington

Dear Sir:

The State Highway Commission, at its meeting on January 14, 1943, granted you the extension of time requested, from June 30 to December 12, 1942, without penalty, in connection with contract No. 2563, Umatilla Ordnance Depot Undercrossing structure and approach roads, in Umatilla County.

Very truly yours,
STATE HIGHWAY COMMISSION

By

AM Secretary

cc - Mr. Van Scoy

RECEIVED
NOV 2 '10
FOREMAN

DA-WR-1

Oct. 30, 1942.

Mr. W. E. Lynch,
District Engineer,
Public Roads Administration,
P. O. Box 3900,
Portland, Ore.

Subject - Application No. 19
For Asphaltic Cement

Dear Sir:

Please find enclosed herewith four copies of Form S-4, Application for Certificate of Necessity of use of bituminous road material required on the Umatilla Ordnance Depot South Access Road Project No. Oregon DA-WR-1.

In our application No. 2 dated Oct. 19, 1942, the four tons of asphaltic cement required for sidewalks was not approved but in accordance with your letter of Oct. 27, 1942, the asphaltic cement required for sidewalk on this project may now be approved and we are submitting application No. 19 for the asphalt required on this part of the project.

Yours very truly,

R. H. BALDOCK,
CHIEF ENGINEER.

RECEIVED
OCT 1 1942
FOR FILING

Stencil No. 124

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

DA-WR 1

September 30, 1942

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Oregon DA-WR 1 (1)
Umatilla Ordnance Depot Undercrossing

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the _____ project agreement and certificate for the above-numbered project.

Very truly yours,

W. H. LYNCH
District Engineer

By L. Caufield

L. J. Caufield
Sr. Highway Engineer

Encl.

RECEIVED
OCT 1 1942

Jron

Wash. 15719

Form P. R. 2

State Oregon

Project No. [redacted] 1(1)

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 17th day of August, 1942

by and between The Oregon State Highway Commission

, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Federal Works Administrator, hereinafter called the Administrator, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto: and the Defense Highway Act of 1941.

Whereas the Highway Department of said State submitted on the _____ day of _____, 19____, a project statement, which was approved on the _____ day of _____, 19____, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated for the administration of the Federal Highway Act, has furnished surveys, plans, specifications, and estimates for [redacted] of said project which were recommended for approval by the District Engineer of the Public Roads Administration on the 16th day of January 19[redacted]; and

Whereas the Administrator has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of fifty thousand and 00/100

dollars ($ 50,000.00) as the share of the United States payable under said act on account of [redacted] of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Administrator do hereby mutually agree as follows:

10—11879

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(*a*) By the State from funds made available for the construction of access roads under the provisions of the Defense Highway Act of 1941 approved November 19, 1941 (Public Law 295 - 77th Congress). Any part of the cost of the project not so financed shall be made available in the following manner: Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. 529, laws 1939.

(Include date and citation of act of legislature by which authorized)

(*b*) From other sources

(State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between survey station 0+00 and survey station 22+10, with a Y connection to the Boardman-Stanfield Highway, Station 20+85 to Station 21+85; all in the NE¼, Section 27, T. 4 N., R. 27 E., W.M.

, length 0.437 of a miles, in Umatilla County, being Section of Oregon Defense Access project No. DA-WR 1(1), consisting of one underpass structure.

0.437 of a miles of roadway and / bridges, each of more than 20 feet clear span, of a mile in length.

10—11379 GPO

RECEIVED
SEP 21 1942
REGIONAL HEADQUARTERS

RECEIVED
AUG 21 1942
DISTRICT 1

RECEIVED
SEP 25 1942
DISTRICT 1

RECEIVED
AUG 3 - 1942
DISTRICT 1

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Administrator or his agents, and in accordance with the laws of said State, the rules and regulations of the Administrator, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Administrator or his authorized representatives. Such construction work as may be performed by force account shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Administrator, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

The project covered by this agreement provides for an access road certified as important to the national defense as required by the provisions of Section 6 of the Defense Highway Act of 1941 (Public Law 295 - 77th Congress).

16—11879

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of [redacted] said project shall not in any event exceed the sum of fifty thousand and 00/100 dollars ($ 50,000.00), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of fifty-two thousand, ten and 75/100 dollars ($ 52,010.75), the approved total estimated cost of [redacted] said project.

PAYMENTS

ARTICLE V. As the construction of said project progresses, the Administrator shall from time to time draw warrants on the Secretary of the Treasury for the payment to The State Treasurer (Official or depository) hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon (Name) of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Administrator after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

The Administrator reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chap. 529, Laws 1939 (Include [illegible] authorizing funds and probable amou[illegible])

RECEIVED SEP 15 1942 CONSTRUCTION

SEP 21 1942 FINANCIAL HEADQUARTERS

RECEIVED SEP 25 1942 DISTRICT 1

DISTRICT 1 AUG 21 1942

RECEIVED AUG 21 1942 DISTRICT 1

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide [illegible] constant making of needed repairs to preserve a smooth-surfaced highway.

GPO 16—11878

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. [redacted].

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Administrator on the _____ day of SEP 2 - 1942, 19__

[redacted] STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Henry F. Cabell
[redacted], State Highway Commission
(Title of officer)

By Huron M. Clark
[redacted], State Highway Commission
(Title of officer)

By _____
[redacted], State Highway Commission
(Title of officer)

By _____
_____
(Title of officer)

By _____
_____
(Title of officer)

FEDERAL WORKS ADMINISTRATOR,

By W. J. Neary
Acting Commissioner of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE 16—11379

Iron

Form PR. 2—Revised

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

THE SECRETARY OF THE TREASURY, AND

THE STATE HIGHWAY DEPARTMENT OF THE STATE OF Oregon

Pursuant to the acts above cited, I hereby certify—

FIRST. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Agency as Defense Access Project No. DA-OR 1(1) State of Oregon

SECOND. That in accordance with said provisions I have approved the sum of $ 52,010.75 as the total estimated cost of said project, and the sum of $ 50,000.00 as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this ..... day of .....
one thousand nine hundred and SEP 2 - 1942

U. S. GOVERNMENT PRINTING OFFICE 16—43000

FEDERAL WORKS ADMINISTRATOR,

By W. M. Kearny
Acting Commissioner of Public Roads.

RECEIVED
SEP 1942
PUBLIC UTILITIES

DH-WR-1

September 3, 1942

Lt. Col. Ralph Cook Scott
Ordnance Department
U. S. Army
Hermiston, Oregon

Dear Sir:

I have been advised that you, in a short time, plan to close the east gate to the Ordnance Depot which will prevent proper access from the depot to Hermiston.

I am attaching hereto a sketch illustrating the layout of the proposed access road which I discussed with you last April. It is estimated that the construction of this road, a distance of approximately one mile, will equal about $18,000, and I again suggest that you certify this as an access road to the end that it may be built as soon as possible with federal funds.

It will be necessary to have a grade crossing of the railroad because of the expense involved in a grade separation structure. I will suggest to the Public Utilities Commissioner that the crossing near Westland Station be closed and that traffic now using this road be diverted to the access road so there will be no additional crossing of the highway and the railroad involved. The present road through Westland Station, as you know, is a mere track and cannot handle the volume of traffic that will use this road daily between Hermiston and the Ordnance Depot.

On April 14 I suggested that the east gate be used for trucks hauling munitions. It would appear unwise to have the munitions trucks use the grade crossing.

Permit me to suggest that you give this matter earnest attention, because, if it is necessary to close the gate, it is quite important that an alternate route be provided from Hermiston to the Ordnance Depot.

Very truly yours,

R. H. Baldock
Chief Engineer

RHB:HI
cc W. C. McKenzie, Mayor

File

September 3, 1942

The Honorable the Secretary of War
Washington, D. C.

Dear Sir:

Permit me to call your attention to the attached map illustrating the layout between the Umatilla Ordnance Depot and various roads in that vicinity.

The new route of the Old Oregon Trail is now under construction and will be opened about November 1. At the present time the road shown in yellow connects the Umatilla Ordnance Depot and the town of Hermiston. About 1700 people are employed at the Ordnance Depot and reside in Hermiston, and must travel by automobile and stage back and forth each day. At the present time the road shown in yellow is oiled and is in fair condition. It enters the Umatilla Ordnance Depot through the east gate.

It has been decided by Army authorities to close the east gate and force all traffic to enter the main gate. The present county road running north and south adjacent to Westland Station is merely a track through the sand and will not support any traffic.

It has been suggested that, if it is necessary to close the gate, an access road be built as indicated in red, which would give the people working in the Ordnance Depot and residing in Hermiston a satisfactory road connection. It is slightly less than a mile in length and is estimated to cost $18,000.

Permit me to suggest that you consider this in the access road program to be constructed by federal funds.

Respectfully yours,

Governor

April 14th, 1942

Lt. Col. Ralph Cook Scott
Ordnance Department
U. S. Army
Hermiston, Oregon

COPY

Dear Sir:

At our conference the other day concerning the access road to the Umatilla Ordnance Depot, I was under the impression that the southeast gate was to be abandoned for use as an entrance for the employees of the plant, but other members of our party were of the opinion that you meant that the gate would be entirely abandoned for all purposes.

If this latter be the case, I think that it would cause serious criticism with respect to the truck shipment of bombs and ammunition toward Hermiston and Walla Walla if they were required to recross the railroad track at grade. If such shipments were required to leave the depot by the underpass south of the buildings, travel down the highway to the access road and then recross the railroad at grade on their route to Hermiston and Walla Walla, I believe we would have great difficulty in obtaining a permit from the Public Utilities Commission for such a grade crossing.

I am, therefore, requesting that you review the matter of entirely closing the southeast gate and at least leave it available for the use of such equipment as is transporting munitions toward Hermiston and Walla Walla.

Very truly yours,

R. H. BALDOCK
CHIEF ENGINEER

R

April 15th, 1942

COPY

Chief of Ordnance
War Department
Washington, D. C.

Dear Sir:

The road from Hermiston to the Umatilla Ordnance Depot has never been officially designated as an access road, and such improvements as have been made to this road have been done by the Work Projects Administration, and the State and County from their own funds. During the construction of this project the status of the road was not considered important since we were advised that the personnel employed at this plant would not be large and would consist mostly of men stationed on the grounds, but I am now informed that there are 1,700 people employed there who reside in Hermiston and that the forces may be considerably augmented in the future.

Inasmuch as the construction gateway near the southeast boundary of the reservation will be closed as an employees' entrance as soon as the official underpass is completed, it will be necessary to extend the Hermiston road about .75 mile to intersect the new Boarman-Stanfield Highway running past the south boundary of the reservation. Neither the State nor the County has funds to do this work; therefore, it is necessary that access funds be provided.

It is desirable that the entire road from Hermiston to its intersection with the Boardman-Stanfield Highway be included in the access road designation in order that further improvements can be made from time to time, since it is probable that large truck shipments of ordnance will be forwarded over this road toward the new airfields at Walla Walla and Spokane and the freight warehouses at Pasco. The bridge across the Umatilla River between Hermiston and the depot is only capable of carrying one-way traffic, and it may become important to replace this bridge as soon as this ordnance movement becomes heavy.

May I suggest, therefore, that you designate this road as an access road and notify the Public Roads Administration of your action.

I am enclosing two maps, one showing the highways tributary to the Umatilla Ordnance Depot, particularly toward Spokane and Pasco, and the other showing the location of the suggested access road to the depot.

Very truly yours,

R. H. BALDOCK
CHIEF ENGINEER

R

cc to: H. G. Smith

[illegible]

COPY

[illegible]

Item	Quantity	Unit Price	Amount
[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]

RECEIVED
AUG 24 1942
FOR FILING

OA-WR 1

August 22, 1942

Mr. S. Murray, Resident Engineer
Union Pacific Railroad Company
Pittock Block
Portland, Oregon

Dear Sir:

In response to your communication of August 20, advise that on August 21 I replied to your letter of August 15 with reference to the completion of the underpass at the Umatilla Ordnance Depot.

Very truly yours,

M. H. Baldock
Chief Engineer

MHB:MX

Form 3010
9-41-5M

UNION PACIFIC RAILROAD COMPANY

OPERATING DEPARTMENT

S. MURRAY,
RESIDENT ENGINEER

PORTLAND, OREGON

August 20, 1942.

Mr. R. H. Baldock, Chief Engineer,
Oregon State Highway Department,
Salem, Oregon.

Dear Sir:

On August 15, I wrote you, confirming telephone conversation of that date, in regard to getting our trains off the shoofly at Ordnance.

Can you now advise what, if anything, you have been able to work out in regard to this matter?

Yours truly,

S. MURRAY

RECEIVED
AUG 22 1942
...N

RECEIVED
AUG 21 1942
FOR FILING

UNION PACIFIC RAILROAD COMPANY

EH-WRC 1

August 21, 1942

Mr. S. Murray
Union Pacific Railroad Company
Pittock Block
Portland, Oregon

Dear Sir:

Reference is made to your letter of August 15 concerning the Ordnance Depot Underpassing Project. An inspection of this project was made last Tuesday. The structure is complete, except for the handrails and the waterproofing of the ballast deck. The contractor has not yet obtained the asphaltic planks which are to protect the waterproofing at the curb. This need not hold up the use of the structure, and we have instructed the contractor to proceed immediately with the placing of the waterproofing membrane and with the bituminous protection course over this membrane, except for the curb section. We can protect the membrane here with lumber until such time as the asphaltic planks are available, and then we can complete the installation.

The structural concrete will be old enough to permit the use of the structure by the last of next week, and we have told our contractor to be ready for rail traffic by that time. Like all other projects, great difficulty is being experienced in obtaining sufficient men, and we cannot guarantee that the contractor will meet this schedule; however, we will do everything in our power to push the job along.

Very truly yours,

R. E. Baldock
Chief Engineer

CEP CH
cc S. S. Parsons

Form 3010
8-41-5M

UNION PACIFIC RAILROAD COMPANY

OPERATING DEPARTMENT

S. MURRAY,
RESIDENT ENGINEER

PORTLAND, OREGON

August 15, 1942.

Mr. R. H. Baldock, Chief Engineer,
Oregon State Highway Department,
Salem, Oregon.

RECEIVED
AUG 17 1942

Dear Sir:

Confirming telephone conversation this morning, we are extremely anxious to get our trains off the shoofly at Ordnance, and on to the main line, over the new overcrossing.

If you can consistently advance the date on which we can use this facility, it will be of great assistance, as the reduced speed around the shoofly means a loss of five or seven minutes to our trains, which in these days is important.

We can absolutely save a day or two in any case, by having the backfill finished behind the abutments, in advance, so that when it is safe to use the concrete deck, we will not be delayed waiting for the backfill. Will appreciate it if you will issue instructions to your contractor accordingly.

Any help you can give us in this matter will be highly appreciated.

Please advise.

Very truly yours,

S. MURRAY

RECEIVED
AUG 17 1942

RECEIVED
AUG 1 1942
FOR FILING
(Stencil #28)
FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

IN YOUR REPLY PLEASE
REFER TO FILE NO. DA-WR 1

August 5, 1942

POST OFFICE BUILDING
PORTLAND, OREGON

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Oregon DA-WR 1(1)
Umatill Ordnance Depot Undercrossing
Umatilla Depot South Access Road.

Dear Sir:

We are forwarding herewith two copies of proposed project agreement for signature and return to this office.

Enclosed is an approved copy of the detail estimate, upon which the agreement was based, together with approved copy of specifications.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
L. J. Caufield
Sr. Highway Engineer

RECEIVED
AUG 6 - 1942
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JUL 3 1942
FOR FILING

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 3, 1942

DA-WR 1

Subject: State-Railroad Agreement
No. 295

To: Mr. H. B. Glaisyer
Secretary
O f f i c e

Dear Sir:

Herewith the main office copy of the agreement between the State and the Union Pacific Railroad Company covering the Umatilla Ordnance Depot Undercrossing, your File No. 295.

Very truly yours,

G. S. Paxson
Bridge Engineer

By W. A. Reeves
W. A. Reeves
Bridge Office Engineer

CM
Attached

REFERRED TO
BY SECRETARY

Filed a.m.

RECEIVED
JUL 3 1942
FOR FILING

DA-WR 1

July 2, 1942

Mr. W. H. Lynch
District Engineer
Public Roads Administration
Post Office Box 3900
Portland, Oregon

Dear Sir:

We are enclosing herewith seven copies of revised estimate as basis for project agreement for the Umatilla Ordnance Depot Undercrossing Section, Project No. DA-WR 1.

As suggested by Mr. Davis, the item of Class "A" Concrete has been changed to 530 cubic yards instead of the quantity listed in the contract, which quantity, subsequent to the award of the contract, was found to be incorrect.

We are sending, under separate cover, three copies of agreement with the Union Pacific Railroad Company covering construction and maintenance of the undercrossing structure.

Very truly yours,

R. H. BALDOCK
Chief Engineer

By

H. H. Probert
Office Engineer

Dict. by J. W. Nash/CS

Oregon State Highway Department — Federal Access Road Project No. DA-OR 1

UMATILLA ORDNANCE DEPOT UNDERCROSSING SECTION

OF THE UMATILLA DEPOT SOUTH ACCESS ROAD IN UMATILLA COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, July 2, 1942

30' Roadway (Sta. 0+00 to Sta. 13+00)

All Required		Clearing and Grubbing			$ 113.00
134	cu. yds.	Trench Excavation, Unclassified		$ 1.25	167.50
20,940	cu. yds.	General Excavation, Unclassified		.43	9,004.20
23,000	yd. sta.	Short Overhaul		.02	460.00
120	C-yd. stas.	Long Overhaul		1.50	180.00
2,200	lin. ft.	Rounding Cutbanks		.12	264.00
0.25	mile	Finishing Roadbed and Slopes		500.00	125.00
All Required		Obliterating Sheefly			300.00
90	lin. ft.	12" Concrete Pipe		1.25	112.50
74	lin. ft.	18" Corr. Metal Pipe, Protected Invert		2.65	196.10
2	only	Concrete Catch Basins		135.00	270.00
1	only	Type "S" Manholes		200.00	200.00
240	cu. yds.	1" - 0" Rock or 3/4" - 0" Gravel in Leveling Course and Shoulders		1.50	360.00
130	cu. yds.	1" - 0" Rock or 3/4" - 0" Gravel in Footpath Foundation Course		2.00	260.00
20	cu. yds.	Filler		.60	12.00
20	yd. mi.	Hauling Filler		.20	4.00
50	M-gals.	Sprinkling		1.50	75.00
0.25	mile	Preparation of Base		150.00	37.50
470	cu. yds.	Furnishing and Placing Aggregates		2.50	1,175.00
38	tons	Furnishing and Placing Bituminous Cement		30.00	1,140.00
			Subtotal		$14,435.80
			10% Engr. & Cont.		1,445.58
			Total		$15,901.38
		Length	0.246 mile		
		Cost per mile	$ 64,639.75		

22' Roadway (Sta. 13+00 to 22+10)

All Required		Clearing and Grubbing		$ 87.00
16	cu. yds.	Trench Excavation, Unclassified	$ 1.25	20.00
60	cu. yds.	General Excavation, Unclassified	.43	25.80
21,000	yd. stas.	Short Overhaul	.02	420.00
80	C-yd. stas.	Long Overhaul	1.50	120.00

0.19	mile	Finishing Roadbed and Slopes	$ 500.00	$ 95.00
76	lin. ft.	18" Corr. Metal Pipe, Protected Invert	2.65	201.40
300	cu. yds.	1" - 0" Rock or 3/4" - 0" Gravel in Leveling Course and Shoulders	1.50	450.00
110	cu. yds.	1" - 0" Rock or 3/4" - 0" Gravel in Footpath Foundation Course	2.00	220.00
30	cu. yds.	Filler	.60	18.00
30	yd. mi.	Hauling Filler	.20	6.00
50	M-gals.	Sprinkling	1.50	75.00
0.19	mile	Preparation of Base	150.00	28.50
280	cu. yds.	Furnishing and Placing Aggregates	2.50	700.00
22	tons	Furnishing and Placing Bituminous Cement	30.00	660.00
			Subtotal	$ 3,126.70
			10% Engr. & Cont.	312.67
			Total	$ 3,439.37
		Length	0.191 mile	
		Cost per mile	$ 18,007.17	

Undercrossing Structure

530	cu. yds.	Class "A" Concrete	$ 29.00	$15,370.00
32,000	lbs.	Metal Reinforcement	.08	2,560.00
58,000	lbs.	Structural Steel	.14	8,120.00
90	sq. yds.	Membrane Waterproofing	5.00	450.00
All Required		Drainage Cistern		400.00
				$26,900.00
All Required		Work by Union Pacific Company's Forces		2,800.00
			Subtotal	$29,700.00
			10% Engr. & Cont.	2,970.00
			Total	$32,670.00

SUMMARY OF FUNDS REQUIRED

Item	Total Cost	Fed. Access Road Funds	State Funds
30' Roadway	$15,901.38	$15,287.00	$ 614.38
22' Roadway	3,439.37	3,306.00	133.37
Undercrossing Structure	32,670.00	31,407.00	1,263.00
	$52,010.75	$50,000.00	$ 2,010.75

State Funds for Construction: Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. 329, laws 1939
State Funds for Maintenance: Chap. 329, laws 1939

RECEIVED
JUN 23 1942
FOR FILING

DA-WR 1

June 18, 1942

Mr. W. E. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland, Oregon

Dear Sir:

We are enclosing herewith seven copies of estimate as basis for project agreement for the Umatilla Ordnance Depot Undercrossing Section, Project No. DA-WR 1.

Very truly yours,

R. H. BALDOCK
Chief Engineer

By

S. E. Probert
Office Engineer

Dictated by J. E. Nash/ER

Encl.

Oregon State Highway Department

Federal Access Road
Project No. DA-[illegible] 1

UMATILLA ORDNANCE DEPOT UNDERCROSSING SECTION

OF THE UMATILLA DEPOT SOUTH ACCESS ROAD IN UMATILLA COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, June 15, 1942

30' Roadway (Sta. 0+00 to Sta. 13+00)

All Required		Clearing and Grubbing		$ 113.00
134	cu. yds.	Trench Excavation, Unclassified	$ 1.25	167.50
20,940	cu. yds.	General Excavation, Unclassified	.43	9,004.20
23,000	yd. sts.	Short Overhaul	.02	460.00
120	C-yd. stns.	Long Overhaul	1.50	180.00
2,200	lin. ft.	Rounding Cutbanks	.12	264.00
0.25	mile	Finishing Roadbed and Slopes	500.00	125.00
All Required		Obliterating Shoofly		300.00
90	lin. ft.	12" Concrete Pipe	1.25	112.50
74	lin. ft.	18" Corr. Metal Pipe, Protected Invert	2.65	196.10
2	only	Concrete Catch Basins	135.00	270.00
1	only	Type "B" Manholes	200.00	200.00
240	cu. yds.	1" - 0" Rock or 3/4" - 0" Gravel in Leveling Course and Shoulders	1.50	360.00
130	cu. yds.	1" - 0" Rock or 3/4" - 0" Gravel in Footpath Foundation Course	2.00	260.00
20	cu. yds.	Filler	.60	12.00
20	yd. mi.	Hauling Filler	.20	4.00
50	M-gals.	Sprinkling	1.50	75.00
0.25	mile	Preparation of Base	150.00	37.50
470	cu. yds.	Furnishing and Placing Aggregates	2.50	1,175.00
38	tons	Furnishing and Placing Bituminous Cement	30.00	1,140.00
			Subtotal	$14,435.80
			10% Engr. & Cont.	1,445.58
			Total	$15,901.38
		Length	0.246 mile	
		Cost per mile	$ 64,639.75	

22' Roadway (Sta. 13+00 to 22+10)

All Required		Clearing and Grubbing		$ 87.00
16	cu. yds.	Trench Excavation, Unclassified	$ 1.25	20.00
60	cu. yds.	General Excavation, Unclassified	.43	25.80

21,000	yd. stas.	Short Overhaul	$ .02	$ 420.00
80	C-yd. stas.	Long Overhaul	1.50	120.00
0.19	mile	Finishing Roadbed and Slopes	500.00	95.00
76	lin. ft.	18" Corr. Metal Pipe, Protected Invert	2.65	201.40
300	cu. yds.	1" - 0" Rock or 3/4" - 0" Gravel in Leveling Course and Shoulders	1.50	450.00
110	cu. yds.	1" - 0" Rock or 3/4" - 0" Gravel in Footpath Foundation Course	2.00	220.00
30	cu. yds.	Filler	.60	18.00
30	yd. mi.	Hauling Filler	.20	6.00
50	M-gals.	Sprinkling	1.50	75.00
0.19	mile	Preparation of Base	150.00	28.50
280	cu. yds.	Furnishing and Placing Aggregates	2.50	700.00
22	tons	Furnishing and Placing Bituminous Cement	30.00	660.00
			Subtotal	$ 3,126.70
			10% Engr. & Cont.	312.67
			Total	$ 3,439.37
		Length	0.191 mile	
		Cost per mile	$ 18,007.17	

Undercrossing Structure

320	cu. yds.	Class "A" Concrete	$ 29.00	$ 9,280.00
32,000	lbs.	Metal Reinforcement	.08	2,560.00
58,000	lbs.	Structural Steel	.14	8,120.00
90	sq. yds.	Membrane Waterproofing	5.00	450.00
All Required		Drainage Cistern		400.00
				$20,810.00
All Required		Work by Union Pacific Company's Forces		2,800.00
			Subtotal	$23,610.00
			10% Engr. & Cont.	2,361.00
			Total	$25,971.00

Federal Access Road Funds Requested:

30' Roadway	$15,901.38
22' Roadway	3,439.37
Undercrossing Structure	25,971.00
	$45,311.75

Funds for Maintenance: Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. 529, laws 1939

Form 3010
8-41-5M

LA-WR 1

UNION PACIFIC RAILROAD COMPANY

OPERATING DEPARTMENT

S. MURRAY,
RESIDENT ENGINEER

RECEIVED
MAY 12 1942
FOR FILING

PORTLAND, OREGON
May 11, 1942

NOTED

Mr. R. H. Baldock,
Chief Engineer,
Oregon State Highway Commission,
Salem, Oregon.

Dear Sir:

Your letter May 6th, inquiring as to when you may expect a fully executed copy of easement agreement covering proposed underpass at Ordnance, Oregon:

This document is still in the hands of our Eastern Office. We anticipate the return of your copy shortly, and will transmit it to you promptly.

Yours truly,

S. MURRAY

RECEIVED
MAY 13 1942
HIGHWAY COMMISSION

RECEIVED
MAY 7 1942
FOR FILING

DA-WR 1

May 6, 1942

Mr. S. Murray
Resident Engineer
Union Pacific Railroad
Pittock Block
Portland, Oregon

Dear Sir:

Reference is made to our letter of March 17 transmitting two copies of the easement agreement between the State Highway Commission and the Union Pacific Company covering the proposed underpass at Ordnance, Oregon.

We asked that after the copies had been executed by the proper officials of your company that you please return one of the fully executed copies to this office. To date we have not received a reply from you.

Will you please advise them we may expect a fully executed copy.

Yours very truly,

R. H. Baldock
Chief Engineer

MLG:GA

cc: C. S. Paxson

RECEIVED
APR 25 1942
FOR FILING

ALL COMMUNICATIONS SHOULD BE ACCOMPANIED BY CARBON COPY AND ADDRESSED TO

TO INSURE PROMPT ATTENTION IN REPLYING REFER TO
No. DA-WR-1
ATTENTION OF

WAR DEPARTMENT
UMATILLA ORDNANCE DEPOT
HERMISTON, OREGON

POST OFFICE, TELEGRAPH, AND EXPRESS ADDRESS:
HERMISTON, OREGON

FREIGHT ADDRESS:
ORDNANCE, OREGON

RAMcL:g
April 23, 1942

Mr. R. H. Baldock, Chief Engineer,
Oregon State Highway Commission,
Salem, Oregon.

307.B.2
Cont. #3489

Dear Mr. Baldock:

In reply to yours of April 21st, 1942, to our Lt. Col. Ralph Cook Scott, Ordnance Department, I beg to advise you that Colonel Scott has been called to Washington, D. C. for a conference in connection with depot facilities and operations. In his absence I am taking the liberty of expressing his appreciation of your kindness in supplying the state highway map for the State of Oregon and assure you it has gained a prominent position in the office of the Commanding Officer, also we are of great appreciation of the blue prints of the Stanfield-Boardman cutoff, which copies of same have been forwarded by Air Mail to the Office Chief of Ordnance for use of Colonel Scott during his conference.

Very truly yours,

RONALD A. MCLAIN
M.Sgt., Ord. Dept.
Sergeant Major

NOTED
State Highway Engineer

APR 21 1942

RECEIVED
MAY 2 1942
FOR FILING

STA-WR 1

March 17, 1942

Mr. S. Murray
Resident Engineer
Union Pacific Railroad
Pittock Block
Portland, Oregon

Dear Sir:

We are returning herewith two copies of the easement agreement between the State Highway Commission and your company covering the proposed underpass at Ordnance, Oregon.

You will please note that the copies have been executed by the State Highway Commission and after they have been executed by the proper officials of your company please return one fully executed copy to this office.

Yours very truly,

C. B. McCullough
Assistant Chief Engineer

JM:OA

cc: G. S. Paxson

RECEIVED
MAR 18 1942
FOR FILING

DA-MK-1

Salem
March 17, 1942

Underpass, Umatilla Ordnance Depot access road

Mr. C. B. McCullough

I am returning to you herewith two copies of an agreement with the Oregon-Washington Railroad & Navigation Company, Union Pacific Railroad Company and the State Highway Commission with reference to the underpass on the Umatilla Ordnance Depot access road, in Umatilla County.

These have been signed by the State Highway Commission and are now ready for execution on the part of the railroad companies. I am transmitting them to you for further handling. When signed by the railroad companies, will you kindly furnish me one fully executed copy for the Commission's records and files.

HEG:AM

Secretary

cc - Mr. Paxson

RECEIVED
FEB 27 1942
FOR FILING
Court
Prospects
Grade Crossing

Salem
February 27, 1942

Mr. J. M. Devers

I am attaching hereto two copies of an agreement between the State Highway Commission and the Union Pacific Railroad Company covering the proposed underpass at the Hermiston Ordinance Depot.

Will you please look this over and if it meets with your approval return it to this office and we will send it to the Highway Commission for execution.

C. B. McCullough

JM:OA

FORM E-20 SOM 9-41

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 26, 1942

Subject: State-Railroad Agreement for the Umatilla Ordnance Depot Undercrossing

To: Mr. C. B. McCullough
Assistant Chief Engineer
O f f i c e

Dear Sir:

Herewith two copies of an agreement covering the above project. These have been submitted to us by the Union Pacific Railroad Company. I have examined this agreement and believe it to be in accord with the Public Utilities Commissioner's order and with our conferences with the railroad company. I would recommend that it be submitted to Mr. Devers for his examination. After the agreement receives his approval, the copies should be submitted to the Highway Commission for execution.

Very truly yours,

G. S. Paxson
Bridge Engineer

GSP CM
Attached

RECEIVED
FEB 10 1942
FOR FILING

DA-WR 1

February 10, 1942

Mr. F. H. Hewett
420 West 22nd Avenue
Spokane, Washington

Dear Sir:

We are forwarding to you today, by express, a fully executed copy of contract No. 2563, which was awarded to you on January 24, 1942, for construction of the Umatilla Ordnance Depot Undercrossing, in Umatilla County. This is for your records and files.

Very truly yours,
STATE HIGHWAY COMMISSION

By

AM

Secretary

RECEIVED
MAR 11 1942
FOR FILING
NOTED

F. R. HEWETT
CONTRACTOR
420 WEST 22ND AVE.
SPOKANE, WASH.

February 10, 1942

DA-WR-1

Mr. R.H. Baldock, Chief Engineer
Oregon State Highway Commission
Salem, Oregon.

Dear Sir,

Receipt is acknowledged of your letter of February 6, relative to our request to purchase a 3/4-yard shovel for the Ordnance Depot Access Road Project.

When we bid on this project, we had made tentative arrangements for the purchase of a 3/4-yard Northwest used shovel from the Construction Equipment Company in Spokane. The shovel had been rented to Elliot & Co. of Seattle under a rental-purchase agreement. But the renter had been advised that the shovel was to be returned and was therefore for sale.

When I came to request delivery on the shovel, Mr. Elliot had decided to purchase the shovel on the strength of his rental agreement. I was unable to find a dependable used shovel for rental. Hence my request for the purchase of a new machine.

As a matter of fact, we have to have a shovel of approximately this size on the Boardman-Stansfield project. There is no other practical method of loading the material from the shallow gravel pits. But a shovel cannot be obtained on an A4 priority rating inside of three or four months, and probably not at all. Hence my request to purchase the shovel for the Ordnance Depot Access Road Project.

Please let me know as quickly as possible of any further suggestions you may think of, or of anything we may do to hasten delivery of a 3/4-yard shovel.

We would like to be in operation on both of these projects within a week.

Sincerely yours,

F.R. Hewett

FRH EH

RECEIVED
FEB 11 1942
STATE HIGHWAY COMMISSION

RECEIVED
JAN 28 1942
FOR FILING

DA-WRP-1

January 26, 1942

Mr. F. R. Hewett
420 West 22nd Avenue
Spokane, Washington

Dear Sir:

We are sending you today by express four copies of contract No. 2563 which was awarded to you by the State Highway Commission on January 24, 1942, covering construction of the Umatilla Ordnance Depot Undercrossing, in Umatilla County.

Kindly execute all four copies of this contract as to agreement and bond and return them to this office for approval by the State Highway Commission. When this has been done a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the paragraph under Section 7, page 13, of the printed General Provisions, relating to the Workmen's Compensation Act. You are expected to accept the terms of this act and to carry on your work under this contract in strict conformance thereto.

Your attention is also called to the paragraph on the same page, relating to payment by the contractor of amounts due hospital associations, et cetera.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

MS

NOTED
D. DeSart

RECEIVED
APR 24 1942
FOR FILING

AGENDA
FEB 13 1942
46

WA-WR 1

January 26, 1942

Mr. F. R. Hewett
420 West 22nd Avenue
Spokane, Washington

Dear Sir:

Confirming my telegram to you of this date, the State Highway Commission on January 24, 1942, awarded you the contract for construction of the undercrossing structure with 0.44 mile approach road at the south end of the Umatilla Ordnance Depot, in Umatilla County. This award was based on your low bid of $38,392.50 submitted on January 21, 1942.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,
STATE HIGHWAY COMMISSION

By

AM Secretary

cc - S. E. Probert
G. A. Paxson

Set confirmed

M

CLASS OF SERVICE DESIRED			
DOMESTIC		CABLE	
TELEGRAM	X	ORDINARY	
DAY LETTER		URGENT RATE	
SERIAL		DEFERRED	
OVERNIGHT TELEGRAM		NIGHT LETTER	
SPECIAL SERVICE		SHIP RADIOGRAM	

Patrons should check class of service desired; otherwise the message will be transmitted as a telegram or ordinary cablegram.

COPY OF WESTERN UNION TELEGRAM

SALEM OREGON JANUARY 26 1942

F. R. MERETT
420 WEST 22nd AVENUE
SPOKANE WASHINGTON

STATE HIGHWAY COMMISSION AWARDED YOU ON JANUARY 24 CONTRACT FOR UMATILLA ORDNANCE DEPOT UNDERCROSSING STRUCTURE, UMATILLA COUNTY, BASED ON YOUR LOW BID SUBMITTED JANUARY 21 1942. CONTRACT FORMS FOLLOW SHORTLY

H B GLAISYER, SECRETARY
OREGON STATE HIGHWAY COMMISSION

File

RECEIVED
JAN 26 1942
FOR FILING

DA-WR-1

STANDARD TIME INDICATED
RECEIVED AT
573 STATE STREET
PHONE 6060
SALEM - OREGON
TELEPHONE YOUR TELEGRAMS TO POSTAL TELEGRAPH

Postal Telegraph
(30)

THIS IS A FULL RATE TELEGRAM, CABLEGRAM OR RADIOGRAM UNLESS OTHERWISE INDICATED BY SYMBOL IN THE PREAMBLE OR IN THE ADDRESS OF THE MESSAGE. SYMBOLS DESIGNATING SERVICE SELECTED ARE OUTLINED IN THE COMPANY'S TARIFFS ON HAND AT EACH OFFICE AND ON FILE WITH REGULATORY AUTHORITIES.

Form 16

R13 24/23 GOVT DL=NX PORTLAND ORE 24 1205P 1942 JAN 24 PM 12 36

R H BALDOCK=

STATE HIGHWAY ENGINEER SALEM ORE=

RETEL TODAY WE HEREBY CONCUR IN AWARD OF CONTRACT ON UMATILLA ORDNANCE DEPOT ACCESS ROAD OREGON DA-WR-1 TO LOW BIDDER F. R. HEWETT=

LYNCH.

RECEIVED
JAN 26 1942

9422
TO Adm
BY a AT 1252 TO BE Held
CALLS

DA-WR-1.

SATISFACTORY BIDS WERE RECEIVED AND EVERYTHING IS IN ORDER FOR AWARDING THE CONTRACT FOR THE UMATILLA ORDNANCE DEPOT UNDERCROSSING, DA-WR-1, TO F. R. HEWETT, LOW BIDDER AT THE COMMISSION MEETING JANUARY 21. MAY I HAVE YOUR CONCURRENCE IN THE AWARD.

R. H. BALDOCK, CHIEF ENGINEER
OREGON STATE HIGHWAY COMMISSION

CEP CH
CC S. S. PAXSON
AUDITOR

RECEIVED
JAN 26 1942

RECEIVED
JAN 17 1942
FOR FILING

D-1-111-1
Court
Ford Ave
Military Ground

CLASS OF SERVICE

This is a full-rate Telegram or Cablegram unless its deferred character is indicated by a suitable symbol above or preceding the address.

WESTERN UNION

1201

(57)

SYMBOLS

DL = Day Letter
NT = Overnight Telegram
LC = Deferred Cable
NLT = Cable Night Letter
Ship Radiogram

R. B. WHITE, PRESIDENT
NEWCOMB CARLTON, CHAIRMAN OF THE BOARD
J. C. WILLEVER, FIRST VICE-PRESIDENT

The filing time shown in the date line on telegrams and day letters is STANDARD TIME at point of origin. Time of receipt is STANDARD TIME at point of destination

DK2 JAN 16 PM 5 58

PRH181 CAK=PORTLAND ORG 16 544P

R H BALDOCK CHIEF ENGINEER=

RECEIVED
JAN 17 1942

STATE HIGHWAY COMMISSION FOR FILING

YOUR WIRE DATE UMATILLA ORDNANCE UNDERCROSSING= THIS COMPANY WILL APPROVE YOUR LETTING OF CONTRACT PRIOR TO EXECUTION FORMAL AGREEMENT BETWEEN RAILROAD AND STATE IN LINE WITH TERMS OUTLINED YOUR WIRE=

MURRAY RESIDENT ENGINEER UNION PACIFIC RAILROAD.

Jun 27 adze 646 Dirt foam

THE COMPANY WILL APPRECIATE SUGGESTIONS FROM ITS PATRONS CONCERNING ITS SERVICE

YOUR COMPANY PARALLELING AGREEMENTS ON OTHER SIMILAR PROJECTS SUCH AS UMATILLA OR NYSSA. THESE PROVIDE FOR REIMBURSEMENT TO YOUR COMPANY IN ACCORDANCE WITH FEDERAL MEMORANDUM NO. 39 AND SUPPLEMENTS THERETO. PROJECT TO BE FINANCED BY Federal ACCESS ROAD MONEY. IF RULES FOR THIS MONEY ARE MORE FAVORABLE TO YOUR COMPANY THAN PRIOR RULES, YOUR COMPANY TO BENEFIT THEREBY. ADVISE BY WIRE.

R H BALDOCK

RECEIVED
JAN 19 1942
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RECEIVED
JAN 19 1942

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

January 16, 1942

DA-WR-1

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

P.S.& E. documents for Oregon Federal Access Road Project No. DA-WR-1, the Umatilla Ordnance Depot Undercrossing Section of the Umatilla Depot South Access Road, have today been recommended for approval, subject to final review and approval by the Commissioner of Public Roads. This is your authority to advertise for bids.

Very truly yours,

W. H. LYNCH
District Engineer

RECEIVED
FOR FILE

Oregon State Highway Department

Federal Access Road
Project No. DA-OR 1

UMATILLA ORDNANCE DEPOT UNDERCROSSING SECTION

OF THE UMATILLA DEPOT SOUTH ACCESS ROAD IN UMATILLA COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement).

Salem, Oregon, Jan. 16, 1942.

30' Roadway (Sta. 0+00 to Sta. 13+00)

All Required		Clearing and Grubbing		$ 280.00
134	cu. yds.	Trench Excavation, Unclassified	$ 2.00	268.00
20,900	" "	General Excavation, Unclassified	0.40	8,376.00
23,000	yd. sta.	Short Overhaul	.02	460.00
120	C-yd. stas.	Long Overhaul	.50	60.00
2,200	lin. ft.	Rounding Cutbanks	.10	220.00
0.25	mile	Finishing Roadbed & Slopes	300.00	75.00
All Required		Obliterating Sheefly		800.00
90	lin. ft.	12" Concrete Pipe	2.00	180.00
74	" "	18" Corr. Metal Pipe, Protected Invert	3.00	222.00
2	only	Concrete Catch Basins	30.00	60.00
1	"	Type "B" Manholes	75.00	75.00
240	cu. yds.	1" - 0" or 3/4" - 0" Gravel in Leveling Course & Shoulders	2.50	600.00
130	" "	1" - 0" Rock or 3/4" - 0" Gravel in Footpath Foundation Course	2.50	325.00
80	" "	Filler	.50	40.00
80	yd. sta.	Hauling Filler	.20	16.00
50	M-Gals.	Sprinkling	2.00	100.00
0.25	mile	Preparation of Base	200.00	50.00
470	cu. yds.	Furnishing & Placing Aggregates	4.00	1,880.00
38	tons	Furnishing & Placing Bituminous Cement	40.00	1,520.00
		Subtotal- - - - - - - - -		$15,565.00
		10% Engr. & Cont. - - - -		1,556.50
		Total- - - - - - - - -		$17,121.50

Length 0.246 mile
Cost per mile $69,599.59

22' Roadway (Sta. 13+00 to 23+01)

All Required		Clearing and Grubbing		$ 220.00
16	cu. yds.	Trench Excavation, Unclassified	2.00	32.00

22' Roadway (Sta. 13600 to 22+10)- Continued

60	cu. yds.	General Excavation, Unclassified	$ .40	$ 24.00
21,000	yd. sta.	Short Overhaul	.02	420.00
80	C-yd. sta.	Long Overhaul	.50	40.00
0.19	mile	Finishing Roadbed & Slopes	300.00	57.00
76	lin. ft.	18" Corr. Metal Pipe, Protected Invert	3.00	228.00
300	cu. yds.	1" - 0" Rock or 3/4" - 0" Gravel in Leveling Course & Shoulders	2.50	750.00
110	" "	1" Rock or 3/4" - 0" Gravel in Footpath Foundation Course	2.50	275.00
30	cu. yds.	Filler	.50	15.00
30	yd. mi.	Sealing Filler	.20	6.00
50	M-gals.	Sprinkling	2.00	100.00
0.19	mile	Preparation of Base	200.00	38.00
280	cu. yds.	Furnishing and Placing Aggregates	4.00	1,120.00
22	tons	Furnishing and Placing Bituminous Cement	40.00	880.00
		Subtotal- - - - - - - - - - -		$4,305.00
		10% Engr. & Cont. - - - - - -		430.50
		Total- - - - - - - - - - - -		$4,623.50

4. Length 0.191 mile
5. Cost per mile $24,217.27

Undercrossing Structure

320	cu. yds.	Class "A" Concrete	$25.00	$8,000.00
32,000	lbs.	Metal Reinforcement - - - - - - - - - - - -	.07	2,240.00
58,000	"	Structural Steel	.085	4,930.00
90	sq. yds.	Membrane Waterproofing	2.00	180.00
All Required		Drainage Cistern		600.00
				$15,950.00
All Required		Work by Union Pacific Company's Forces		2,800.00
		Subtotal- - - - - - - - - -		$18,750.00
		10% Engr. & Cont. - - - - -		1,875.00
		Total- - - - - - - - - -		$20,625.00

Federal Access Road Funds Requested:

30' Roadway- - - - - - - - - - - - - - - - -	$17,121.50
22' Roadway- - - - - - - - - - - - - - - - -	4,623.50
Undercrossing Structure- - - - - - - - - -	20,625.00
	$42,372.00

Roadway (Umatilla Ordnance Depot Section)

Sheet 1 of 2 Sheets

UMATILLA ORDNANCE DEPOT UNDERCROSSING SECTION

ESTIMATED COST OF WORK TO BE PERFORMED

BY THE UNION PACIFIC RAILROAD COMPANY'S FORCES

Item		Estimated Cost Subject to Reimbursement
1.	Construction of sheofly track- - - - - - - - - - - -	$ 1,520.00
2.	Removing existing track from site of structure- - -	30.00
3.	Changes in telegraph and signal lines (Included in Item 6 below)- - - - - - - - - - - - - - - - -	
4.	Restore main track at site of structure- - - - - -	145.00
5.	Remove sheofly track and load materials- - - - - -	515.00
6.	Remove 100 feet of right of way fence, place signal and telegraph line in temporary location and restore same to original position- -	590.00
	Total - - - - - - - - - - - - - -	$ 2,800.00

PR 46

Roadway (Umatilla Ordnance Depot Section)

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

Sheet 1 of 2 Sheets

Estimate of Materials Required for Roadway
(To Accompany P.S. & E.)

Starting Date (Est.) February 13, 1942 State Oregon

Completion Date (Est.) July 31, 1942 Project No. DA-OR 1

Estimated Total Cost Roy. $ 21,747.00 Length: Miles .437

Code	Material Item	Unit	Quantity	Code	Material Item	Unit	Quantity
1	Cement	Bbl.	10	6	Metal culvert pipe	Lb.	2,400
2	Aggregates	Cy.	10	7	Reinforcing steel	Lb.	900
3	Bituminous mat.	Gal.	15,000	8	Structural steel	Lb.	
4	Lumber	M.	0.4	10	Explosives	Lb.	
5	Timber piling	Lft.					

PR 46

Bridge (Umatilla Ordnance Depot Undercrossing)

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

Sheet 2 of 2 Sheets

Estimate of Materials Required for Roadway
(To Accompany P.S. & E.)

Starting Date (Est.) February 15, 1942 State Oregon

Completion Date (Est.) July 31, 1942 Project No. DA-WR 1

Estimated Total Cost Bridge $ 20,625.00 Length: Miles - -

Code	Material Item	Unit	Quantity	Code	Material Item	Unit	Quantity
1	Cement	Bbl.	500	6	Metal culvert pipe	Lb.	
2	Aggregates	Cy.		7	Reinforcing steel	Lb.	32,000
3	Bituminous mat.	Gal.		8	Structural steel	Lb.	98,000
4	Lumber	M.	33	10	Explosives	Lb.	
5	Timber piling	Lft.					

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DH-WR-1

STANDARD TIME INDICATED

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SALEM - OREGON

TELEPHONE YOUR TELEGRAMS TO POSTAL TELEGRAPH

Postal Telegraph

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Form R22 72/62 GOVT DL=NX PORTLAND ORE 15 1209P

1942 JAN 15 PM 12 18

R H BALDOCK=

STATE HIGHWAY ENGINEER SALEM ORE=

OREGON ACCESS PROJECTS DA-WR-1 US. 30 TO UMATILLA ORDNANCE DEPOT; DA-WR-2 PORTLAND AIR BASE; DA-WR-3 HERMISTON BRIDGE FORMALLY CERTIFIED BY WAR DEPARTMENT AND APPROVED BY COMMISSIONER PUBLIC ROADS JANUARY 14 WE WILL AUTHORIZE ADVERTISEMENT UPON RECEIPT SATISFACTORY PS&E AND ADVICE RIGHT OF ENTRY OBTAINED WITH RESPECT TO ANY NECESSARY RIGHTS OF WAY THAT HAVE NOT BEEN ACQUIRED. AGREEMENT WITH RAILROAD NECESSARY DA-WR-1=

:ANDREWS.

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TO INSURE PROMPT ATTENTION
IN REPLYING REFER TO
NO. DH-WR-1
ATTENTION OF

WAR DEPARTMENT
UMATILLA ORDNANCE DEPOT
HERMISTON, OREGON

POST OFFICE, TELEGRAPH, AND EXPRESS ADDRESS:
HERMISTON, OREGON

FREIGHT ADDRESS:
ORDNANCE, OREGON

JMP/md

December 30, 1941

Mr. R. H. Baldock
Chief Engineer
State Highway Commission
Salem, Oregon

NOTED
State Highway Engineer

Dear Mr. Baldock:

This will acknowledge receipt of your letter of December 27, 1941, regarding release of highway funds for the Boardman-Stanfield Highway. Letter has been written this date to the Chief of Ordnance requesting that action be taken to obtain release of these funds. It is hoped that funds will be released and work will soon start on this Highway as it is very much needed.

Very truly yours,

Ralph Cook Scott.

RALPH COOK SCOTT
Major, Ord. Dept.
Commanding

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JAN - 7 1942
FOR FILING

Const
Fed Aid
Military Access Rds

December 27, 1941

Mr. Ralph Cook Scott
Major, Ordnance Department
Commanding Umatilla Ordnance Depot
Hermiston, Oregon

Dear Sir:

I am endeavoring to secure the release of federal highway funds to complete the surfacing on the Boardman-Stanfield Highway. I believe this can be done if the Ordnance Department will certify to the Public Roads Administration that this highway is necessary for military purposes.

I have transmitted your previous letters to W. H. Lynch, District Engineer, Public Roads Administration, but I would suggest that the request come from the head of the Ordnance Department to the Chief of the Public Roads Administration, in Washington. If this can be done, I think it would greatly expedite the release of funds which have been frozen pending the decision as to which roads are essential for military purposes.

I am very anxious to let the contract for the surfacing of this project in January, so that it can be oiled during the summer without fail. We do not expect to request the use of the special access funds for this purpose, but to use the regular federal aid funds which are now frozen.

As per our telephone conversation in this regard, I am attaching a memorandum as a guide for your letter to Washington.

Very truly yours,

R. H. Baldock
Chief Engineer

RHB/ms

RECEIVED
DEC 29 1941
FOR FILING

DA-WR-1

December 29, 1941

Public Roads Administration
Box 3900
Portland, Oregon

Gentlemen:

RE: Umatilla Ordnance Depot Access Road

We are enclosing five copies of our application for a preference rating on the above named project for your consideration and approval. This application has been prepared in accordance with instructions accompanying your letter of December 22, 1941. Maps showing the general location of the project and other general information concerning it were submitted with our project statement forwarded you recently.

We have not shown the project number as we do not have that information in this office. Will you please fill this in for us?

Very truly yours,

R. H. Baldock
Chief Engineer

CAG MF
Enclosed
cc - C. A. Gardner

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JAN 13 1942
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DA-WR-1

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373 STATE STREET
PHONE 6060
TELEPHONE YOUR TELEGRAMS TO POSTAL TELEGRAPH

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1331.

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Form 16

R57 33 GOVT DL 1 EXTRA=VANCOUVERBKS WASHN 29 358P
1941 DEC 29 PM 4 35

R H BALDOCK STATE HIGHWAY ENGR=
SALEM ORE:

=PROJECT DA DASH WR DASH ONE UMATILLA ORD DEPOT HAS WAR DEPT APPROVAL STOP PLEASE FURNISH DATA OR OREGON FAP THREE NAUGHT SEVEN TO LYNCH FOR TRANSMITTAL BY WIRE TO WASHN END=

MCGINLEY LT COL WASHN.

copy to
A Lynch
12/29/41

NOTED
State Highway Engineer

DA WR FAP.

RECEIVED
FEB 13 1942
FOR FILING

DA-WR-1

December 3, 1942

Mr. W. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland, Oregon

Dear Sirs

We submit herewith the maps and other information that you will need in the preparing of project statements for the Tongue Point and Umatilla Ordnance Depot access road projects.

Plans for both projects are now complete, except for such details as cannot be closed out until final approvals are received and the date for the letting fixed. They can be advertised any time on one or two days notice.

Very truly yours,

R. H. BALDOCK
Chief Engineer

By

S. H. Probert
Office Engineer

SHP:ER

Encl.

...m. 1-W

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

State Oregon

(Corps area or engineer division)

(Army reservation or defense industry site)

Project No. DA - WR 1

PROJECT STATEMENT
DEFENSE HIGHWAY ACT OF 1941

Date December 3, 1941

The Commissioner of Public Roads
Washington, D. C.

Sir:

The Secretary of War having indicated that the construction or improvement of access roads to

is important to the national defense, the undersigned considers that the project described below as to general character of road work (including bridges thereon) and delineated as to location and termini in diagrammatic form on the accompanying sketch map, will provide a reasonable access road improvement for the above named establishment, and recommends the construction thereof, under the provisions of the Defense Highway Act of 1941.

1. Description: Umatilla Ammunition Depot Undercrossing Section,
(Local name of road and points of beginning and ending)
Umatilla Ammunition Depot South Access Road

2. Length in miles 0.44 mile

3. General character of improvement Construct new road, 0.21 mile 30' high type surface, 0.23 mile 22' high type surface and construct undercrossing structure

4. Preliminary estimate of cost: Total $ 50,000

Respectfully submitted,

Approval recommended:

District Engineer,
Public Roads Administration

(Title) *

*Corps area commander or his representative for stations under corps area control, U. S. division engineer for industrial establishments, and military stations exempt from corps area control.

[illegible] DEPARTMENT

Survey Area

To Accompany Project Statement for the

[illegible] ORDNANCE DEPOT UNDERGROUNDING SECTION

[illegible] ORDNANCE DEPOT SOUTH ACCESS ROAD

[illegible] COUNTY

PROJECT NO. DA-WR [illegible]

[illegible] Dec. 1941

Boardman

COLUMBIA RIVER

UMATILLA

ORDNANCE

DEPOT

HIGHWAY

HEPPNER - ECHO - STANFIELD HIGHWAY

Umatilla

Hermiston

R.28E.

R.29E.

Boardman

UMATILLA

ORDNANCE

DEPOT

BOARDMAN - STANFIELD HIGHWAY

END OF PROJECT

MORROW CO.

UMATILLA CO.

Hermiston

Stanfield

Echo

Umatilla River

Westland Station

Butter

Stanfield East Base
U.S.G.S.

T.4N.
T.3N.

Cold Springs Reservoir

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DEC - 5 1941
FOR FILING

DA-WR-1

December 3, 1941

Major Ralph Cook Scott
Umatilla Ordnance Depot
Hermiston, Oregon

Dear Sir:

As an initial step in the obtaining of authority to proceed with the construction of the undercrossing required at the south entrance to the Umatilla Ordnance Depot, we are today providing Mr. Lynch, District Engineer for the Public Roads Administration, with the information needed for the preparation of the Project Statement which must be sent to the Washington Office of the PRA.

The Project Statement will be prepared in Mr. Lynch's office and will be submitted to you for approval before being transmitted to Washington.

Plans for the project are now practically completed, and we are in position to place the call for bids as soon as the necessary authority is received from the federal officials, and necessary arrangements worked out with the Union Pacific Company and the State Public Utilities Commissioner.

An advance set of the plans for the grading and surfacing work involved in the project is being sent under separate cover.

Very truly yours,

R. H. BALDOCK
Chief Engineer

By

S. H. Probert
Office Engineer

SHP:ER

cc to Mr. W. H. Lynch

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NOV 28 1941
FOR FILING

DH-WP-1

Cross Referenced To
Court
Fed Rd
Military Access Rds

November 25, 1941

Constructing Quartermaster
Umatilla Ordnance Depot
War Department
Hermiston, Oregon

Attention Captain Kenneth D. Campbell (File 411-E)

Dear Sir:

The following is the information which you requested with respect to access roads leading to the Umatilla Ordnance Depot:

a. The Boardman-Stanfield Highway is under contract for grading, topping and bridges. On the Boardman-Umatilla County Line Section, 13.94 miles in length, the grading, topping and two small bridges have been completed. On the Morrow County Line-Stanfield Section, 11.5 miles in length, the grading and topping have been completed for the major portion of this distance. Work has been delayed on the bridge over the railroad tracks and the Umatilla River on account of the nondelivery of steel, but it is anticipated that this can be started soon after high water. The surfacing of 25.48 miles and the placing of bituminous macadam will be required to complete the project. Funds will be provided for this portion of the project unless the federal appropriation is cancelled in accordance with Secretary Morgenthau's recommendation. If federal funds are made available, the Highway Commission plans to contract the work in February for completion by August first.

b. The Boardman-Stanfield Highway is 25.48 miles in length and is of our Class 300M (300 mixed-type vehicles per hour). The Umatilla Ordnance Depot Access Road is .42 miles in length.

c. The Boardman-Stanfield Highway will have a graded roadbed of 44 feet with 22-foot width of bituminous macadam surfacing. The Umatilla Ordnance Depot Access Road is planned for a 40-foot subgrade with a 22-foot-wide surfacing and underpass under the railroad.

d. The estimated cost to complete the Boardman-Stanfield Highway is as follows:

1. West of Reservation

Grading and Structures Completed	
Surfacing	$ 35,000
Bituminous Macadam	130,000
Total	$165,000

2. East of Reservation:

Grading and Structures Under Contract	
Surfacing	$ 20,000
Bituminous Macadam	65,000
Total	$ 85,000
Grand Total	$250,000

e. Appropriations have been allocated for the grading, topping and bridges for the Boardman-Stanfield Highway. As previously explained, $250,000 additional funds are required for the surfacing and bituminous macadam.

f. Plans and specifications are being prepared for the proposed Umatilla Ordnance Depot road, which includes the underpass under the Union Pacific tracks, and the contract can be advertised as soon as the access funds are made available and instructions are received.

g. There is no other highway construction contemplated in connection with the Umatilla Ordnance Depot, but the Highway Department would be glad to give consideration to sponsoring anything which the War Department deems necessary to the depot.

Very truly yours,

R. H. Baldock
Chief Engineer

RHB:HI

WAR DEPARTMENT
OFFICE OF THE CONSTRUCTING QUARTERMASTER
UMATILLA ORDNANCE DEPOT
HERMISTON, OREGON

IN REPLY REFER TO QM 611-E

November 13, 1941

Mr. R. H. Baldock
Chief Engineer
Oregon State Highway Department
Salem, Oregon

Dear Mr. Baldock:

In order to establish the requirements for construction of access roads to this Depot, it is requested the following information be supplied to this office:

a. The various stages of the Boardman-Stanfield U. S. 30 cutoff that have been completed and just what is required to complete this project.

b. Number of miles of each class of road required.

c. Width and type of construction, giving typical cross sections, for which funds are required.

d. The cost to complete the Boardman-Stanfield cutoff from Boardman to a point just east of this reservation and the cost to complete the remaining portion of this highway to Stanfield. If the figures are available, furnish break down of the above into cost of grading, cost of surfacing, and cost of structures.

e. Present status of appropriations for the Boardman-Stanfield cutoff and what additional funds are required.

f. Present status of the proposed underpass between the Boardman-Stanfield cutoff and the Umatilla Ordnance Depot.

g. If any other highway construction is contemplated in connection with the Umatilla Ordnance Depot, please indicate and give a brief description and cost estimate.

An early reply to the above would be appreciated.

For the Constructing Quartermaster:

Yours very truly,

KENNETH D. CAMPBELL
Captain, Q.M.C.
Executive Officer

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FOR FILING

DD-WR-1

November 25, 1941

Major Ralph Cook Scott
Umatilla Ordnance Depot
Hermiston, Oregon

File WDD No. 411.5

Dear Sir:

I am attaching a copy of a letter to Captain Kenneth B. Campbell which answers many of the questions with regard to the access road problems in the vicinity of the Umatilla Ordnance Depot.

With specific reference to your direct question with regard to the underpass and access road from the depot to the highway, advise as follows: (1) We now have the plans complete. (2) The Highway Defense Bill passed the Congress and was signed by the President. As soon as the Federal Works Administrator sends out his regulations instructing us how to proceed, we will present this project and, if approved, will proceed to let the contract for construction at the earliest possible time.

Very truly yours,

R. H. Baldock
Chief Engineer

RHB:MI

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TO ENSURE PROMPT ATTENTION
IN REPLYING REFER TO
400 No. 411.5
ATTENTION OF

WAR DEPARTMENT
UMATILLA ORDNANCE DEPOT
HERMISTON, OREGON

POST OFFICE, TELEGRAPH, AND EXPRESS ADDRESS:
HERMISTON, OREGON

FREIGHT ADDRESS:
ORDNANCE, OREGON

JMP:s

November 18, 1941

Mr. R. H. Baldock,
Chief Engineer,
Oregon State Highway Commission,
Salem, Oregon

Dear Sir:-

With reference to our telephone conversation a few days ago regarding the Stanfield-Boardman Highway, also, the underpass and access road from the Depot to this highway, your letter of November 14, 1941, did not refer to the underpass and access road. Would like to know its status at this time and the probable date construction may start.

Any information you can give will be greatly appreciated.

Very truly yours,

Ralph Cook Scott

RALPH COOK SCOTT
Major, Ord. Dept.

3

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NOV 1 3 1941
FOR FILING

Adm
US Route
War Dept.

NOTED
Asst. State Highway Engineer

November 14, 1941

Major Ralph Cook Scott
Umatilla Ordnance Depot
Hermiston, Oregon

Dear Sir:

On June 18, 1941, this department awarded a contract for the construction of a reinforced concrete viaduct over the Umatilla River and the Union Pacific Railroad Company's main line tracks, a reinforced concrete viaduct over the U.S.R.S. Feed Canal, and a reinforced concrete siphon to carry the Furnish Irrigation Ditch under the Boardman-Stanfield Highway. These structures are approximately 11 miles east of the Umatilla Ordnance Depot on the Boardman-Stanfield Highway in Umatilla County and are an essential part of that highway.

Immediately after the award of the contract, our contractor, C. J. Mentag & Sons, placed an order for the fabrication of reinforcing steel for the structures with Poole & McGonigle of Portland, Oregon, who in turn placed the order for the rolling of the steel with the Columbia Steel Company's Pittsburg, California, plant. Our contractor made application for and was granted a preference rating certificate to be extended to the fabricator and supplier to aid in securing the steel. Preference rating certificate granted was No. C-109956, dated August 2, 1941, and gave a rating of A-1-j. This rating has been extended by the contractor to the fabricator, who in turn has extended it to the Columbia Steel Company. Under date of August 14, the Columbia Steel Company advised the fabricator, Poole & McGonigle, that, inasmuch as their plant had accepted orders for approximately 14,000 tons of reinforcing bars with an A-1-a rating, they would be unable to make delivery of any of the steel on the Poole & McGonigle order until sometime in the first quarter of 1942. Poole & McGonigle have supplied the contractor with steel from their stock to construct the Feed Canal Bridge, the Furnish Ditch Siphon, and the footings and columns of the Umatilla River Overcrossing. The total amount of steel necessary for the

three structures is approximately 480,000 pounds, and Poole & McDonigle have furnished from their stock approximately 58,000 pounds. They advise that they will not be able to furnish the remaining 422,000 pounds of steel until such time as this steel is furnished to them by the Columbia Steel Company.

Our construction schedule for this project required the completion of the Umatilla River Overcrossing on or before October 31, 1941, so that the grading contractor could use this bridge in moving material from cuts on the east side of the river to fills on the west side of the river. This would allow the fills to set over the winter months and then be surfaced in the early part of 1942. Unless we can do something to speed up the delivery of reinforcing steel from the supplier to the fabricator, the grading and surfacing work will necessarily be held over until sometime in 1943.

If there is anything you can do to aid us in securing an early delivery of this steel, we would greatly appreciate whatever help you can give us.

Yours very truly,

R. H. Baldock
Chief Engineer

CAS:TH
cc- Bridge Department

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NOV - 1 1941
FOR FILING

OA-WR-1

October 30, 1941

Construction Quartermaster Corps
Umatilla Ordnance Depot
Hermiston, Oregon

Attention of Lt. Sexton

Gentlemen:

Pursuant to your request for plans for the undercrossing on the main entrance road to the Umatilla Ordnance Depot, we are sending you one print each of Drawings No. 7478, 7479, and 7553, layout sheet and vicinity maps. Prints of other drawings which are being prepared giving details of this structure will be mailed to you upon request. Drawing No. 7553 shows the vertical and horizontal clearances which are standard for this class of highway. Drawings No. 7478 and 7479 have been revised to bring the highway grade up to date.

Other information or prints will gladly be furnished if desired.

Very truly yours,

R. H. Baldock
Chief Engineer

OAC CE
Enclosure
cc Bridge Department

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STATE HIGHWAY COMMISSION

LA-WR 1

WAR DEPARTMENT
OFFICE OF THE CONSTRUCTING QUARTERMASTER
UMATILLA ORDNANCE DEPOT
HERMISTON, OREGON

IN REPLY REFER TO QM 611

August 15, 1941

RECEIVED
AUG 1 5 1941
OREGON STATE HIGHWAY COMMISSION

Oregon State Highway Commission
Salem, Oregon

NOTED

Gentlemen:

In order to have suitable access to the Umatilla Ordnance Depot, it will be necessary to build an underpass between the newly constructed Boardman-Stanfield State Highway and the Umatilla Ordnance Depot.

This office requests that the Oregon State Highway Department prepare plans and a cost estimate for the proposed underpass. Mr. N. C. Williams, Division Engineer, and Mr. Paxton, Bridge Engineer, have been contacted previously and are familiar with the situation.

We are informed that the office of The Quartermaster General has made application to the Bureau of Public Roads for the construction of access road and underpass from U. S. Highway No. 30 to the Umatilla Ordnance Depot.

This office will give you whatever aid it can and would appreciate being kept informed as to your action on this matter.

Yours very truly,

Harry R. Schuppner

HARRY R. SCHUPPNER
Major, Q.M.C.
Constructing Quartermaster

REFERRED TO
G. S. Paxson
By Asst. Chief Engineer

$65,000.

CDC

FORM E-30 REVISED 28M 1-41

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

RECEIVED
AUG 1 1941
STATE HIGHWAY COMMISSION

La Grande, Oregon
August 11, 1941

Subject: Grade separation
Umatilla Ordnance Depot

To: Mr. H. G. Smith, Construction Engr.
State Highway Commission
Salem, Oregon

Dear Sir:

I am submitting herewith two sheets on tracing cloth of survey for proposed grade separation between the Boardman-Stanfield Highway and the Umatilla Ordnance Depot.

The materials that will be encountered in excavation are all sand and gravel. The water table is well below the bottom of the proposed underpass.

The officials of the Ordnance Depot advise that the width of the paved roadway surface shall be a minimum of 22 feet and provision should be made for a sidewalk on each side.

You will note that the underpass will cut through the parallel road around the border of the depot. This need not be considered, as an overhead crossing for the parallel road will be constructed as apart of the depot work. The overhead crossing, etc. will be planned after definite plans have been provided for the underpass.

Very truly yours

W. C. WILLIAMS
Division Engineer

WCW:MA
enc.

cc G. S. Paxson

P.S. Bridge construction survey data, form 61, also attached.

C D C

Umatilla Ordinance Depot

Excavation	=	13 500 cuyds.	@.30	4050
Concrete Abut 400 R. Wall 1050 Deck 26	=	1460 "	@25	36500
Steel Reinf. Abut 12 000 R.W 123 024 Deck 3670	=	145,300#	.06	8718
Steel Structural	=	66,600#	.07	4662
Handrail		90 Lin Ft.	6	540

Waterproofing:
Ballast
Roadway Surfacing. Abut 1100' x 38 ft = 4650 sq yds. @250 = 11625.
22 ft roadway from Cross St & Stanfield highway 150' @250. 920

75640
13726
89366

=20%

Cost of subway with retaining walls

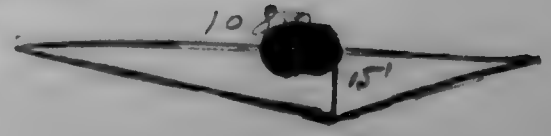
Cost of subway with open cut. -20% 46000
9200
51210

Abutments	Conc	400 yds	Steel	12,000	
Retaining Walls		1030 yds		129.624	
Deck		26 → 1460 cuyds		3670 →	145,300#
Steel	38 26 60# 2@ 280# 36 WF.	35,100# + 25,200 + 6300 = 66,600#.			
Handrail	50 Lin ft.				

Excavation -

	Conc	steel
Open cut Abutment	400 -	12000
Retaining walls	100 -	4000
Deck	26	4000
Total	526	20000

40
1080'



$$\frac{1080}{2} \times 15 \times 45 = \frac{365,000 \text{ cuft}}{27} = 13,500 \text{ cuyd}$$

750000
340'

Excavation

220
460 yds -

115 cu yds - single
205 say 200 yd/abut.

200 x 2 = 400 yds - abuts. 12000 # steel

20' - 10' = 10'	— 15.9 cu yds.		2,700
18' - 88' + 8 = 96.0	120.0	——	—18,850
16' - 40 + 45 = 85.0	86.8.	——	12800
14 - 32 + 76 = 108	— 79.0	——	10700
12 - 28 + 60 = 88	— 50.8	——	7560
10 - 117 + 70 = 187	— 75.0	——	4420
8 - 80 + 40 = 120	— 34.0	——	4302
6 - 72 + 20 = 92	— 17.2		1020
4 - 100 + 200 = 300	— 36.2	——	240
557	519.	514.9 x 2	2 x 64812

Retain Walls. 1030 cu yds. 129,624 #

Deck .8 x 18' x 400 = 576

1.25 x 1.25 x 80 = 125

701 / 27 = 26 yds. 3,670 #

5/8" ϕ x 20' x 1600 x 1.04 = 3330

1/2" ϕ x 10 x 85 = 340 #

Membrane waterproofing
Sand mastic protection
Hand rail.

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JUL 28 1941
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DA-WR-1

July 21, 1941.

Access road, Hawthorne-Mansfield cutoff

Mr. S. S. Parsons
Mr. L. G. Smith

Herewith communication from Major Schuppner of the Quartermaster Corps, and pertaining to the construction of the access road and underpass joining highway 30 to the Hawthorne Ordnance Depot.

I think we should have complete information, including preliminary plans and estimates as soon as possible.

C. B. McCullough

CBM:AP

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JUL 22 1941
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DH-QM-R-1

July 21, 1941.

Access road, Boardman-Stanfield cutoff

Mr. R. E. Baldock

Please note attached from Major Schuppner of the Quartermaster Corps in reference to the access road at the Umatilla Ordnance Depot.

Major Schuppner called me on the phone in reference to this matter, and this letter is simply confirmation of our telephone conversation. I have sent a copy to Mr. Smith and Mr. Putnam, and asked them to expedite preliminary plans and estimates so that the project will be ready if and when funds are available.

C. B. McCullough

CBMcAP

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NOV 10 1941
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DA-WR-1

3-0
7/23/41

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

July 21, 1941.

Subject: Access road, Boardman-Stanfield cutoff

To: Mr. R. H. Baldock

Please note attached from Major Schuppner of the Quartermaster Corps in reference to the access road at the Umatilla Ordnance Depot.

Major Schuppner called me on the phone in reference to this matter, and this letter is simply confirmation of our telephone conversation. I have sent a copy to Mr. Smith and Mr. Paxson, and asked them to expedite preliminary plans and estimates so that the project will be ready if and when funds are available.

C. B. McCullough

CBM:AP

REFERRED TO
By Chief Engineer

C.P.

WAR DEPARTMENT
OFFICE OF THE CONSTRUCTING QUARTERMASTER
UMATILLA ORDNANCE DEPOT
HERMISTON, OREGON

IN REPLY REFER TO QM 627

July 19, 1941

Subject: Access Road

Mr. C. B. McCullough
Assistant State Highway Engineer
State Highway Department
Salem, Oregon

Dear Mr. McCullough:

The progress on the construction of this Depot has proceeded to a point where in the very near future, we will have to know the location of the Access Road from the new Boardman-Stanfield cut-off on State Highway No. 30 to the entrance of this Project.

It is requested that your office make a study on the construction of an underpass under the main line of the Union Pacific Railroad which runs parallel to our southern boundary.

The construction of this Access Road and underpass cannot be paid for out of the construction funds allotted for the construction of this Depot. It is our understanding that funds for this purpose are available, or will be made available, very shortly.

Yours very truly,

Harry R. Schuppner

HARRY R. SCHUPPNER
Major, Q.M.C.
Constructing Quartermaster

RECEIVED

FORM E-20 REVISED JAN 1-46

OREGON STATE HIGHWAY COMMISSION

29

DA-WR-1

INTER-DEPARTMENT CORRESPONDENCE

Salem, Ore.
Feb. 24, 1941.

Subject: Report on Conference at Hermiston

To: Mr. R.H. Baldock,
State Highway Engineer,
Office.

REFERRED TO
Glasgow
By Chief Engineer

Dear Sir:

Pursuant to your instructions I attended a conference at the office of Capt. Robert C. Williams, Quartermaster Corps, U.S.A. at Hermiston, Wednesday afternoon, February 19th, which was continued on Thursday afternoon, Feb. 20, 1941.

This conference was called to discuss the location and ways and means of constructing the necessary access roads to the Umatilla Ordnance Depot situated about 5.0 miles West of Hermiston. At the conference the Public Roads Administration was represented by Mr. Tom Davis and Mr. Sargent. The Works Progress Administration was represented by Mr. Harrison Devereaux and Mr. Homer Wall. Umatilla County was represented by the County Court and other officials. The Ordnance Depot was represented by Capt. Williams and his assistant, Mr. Koon of the firm of Stevens and Koon, engineers having the contract for the engineering work in connection with the Depot, and Mr. Terteling, who has the contract for the construction of the plant.

Wednesday's discussion opened with statements of the officials of the Ordnance Depot, outlining what they considered necessary and desirable in the way of improving or building access roads. As background for the necessity of roads information was given that the permanent administration area would be in the south central part of the area, adjacent to the main line of the Union Pacific Railroad, (Coyote Cutoff). This is approximately indicated on the accompanying map, as well as other features to be mentioned later. Also the temporary construction camp will be at the center of the east boundary at the west end of a county road leading west from Hermiston.

During construction and permanently the area will be fenced with a very strong tight fence with a very limited number of entrances, probably only one at the construction camp at the east boundary, and one at the administration area on the south. When completed the area will have only one point of access for vehicles that at the administration area and an entrance for the railroad connection which will be near the west boundary of the administration area.

R

It is planned to start construction at once which will call for a great deal of heavy trucking from Hermiston to the site immediately. The present roads will not stand up under any degree of trucking as all the roads west of the Umatilla River are nothing but the natural soil smoothed up by blade graders. There is a gravel road from the Butter Creek road to the river but there is not enough gravel on it to withstand trucking. Moreover the bridge across the river is a 160 foot pin connected through truss of light construction and is posted for an 8 ton load limit.

The authorities requested that the road running west to the camp site marked "A" on the map, a diagonal road from the Umatilla River Bridge to the southeast corner of the area, designated "B" on the map, a north and south road connecting the first two, shown as "C" and this also carried south across the railroad to the new highway shown as "D" and a temporary construction road built south of the railroad to the administration area, shown as "E".

It was brought out that it was not known whether the bridge could be reinforced enough to carry heavy loads or whether it would be necessary to construct a new bridge. Mr. Paxson's office had already started an investigation of this matter and I informed the conferees that I would endeavor to hasten the report which would be transmitted direct to the County Court of Umatilla County. I talked with Mr. Paxson from Pendleton yesterday morning and he told me as soon as he received measurements from the field the study would be made. I found also that the data had been mailed. This morning Mr. Paxson told me he had received it and the study was being made and report would be mailed to Umatilla County. I also told the conference that we would be willing to make all necessary surveys but it developed later that the diagonal road has recently been completely surveyed by the County and it is possible that it will also survey the others as needed but it is likely that we will have to make a vicinity survey of the bridge site in the event that a new bridge is necessary. Also we should make the survey for the permanent access road from the new Boardman-Stanfield cutoff to the administration area, shown as "F",

This particular access will not be needed immediately so there will be plenty of time to prepare plans for a grade separation which appears desirable, and to carry on negotiations with the Railroad and the Public Utilities Commission. We shall be obligated to prepare plans for a new bridge if such is necessary, of it not, complete plans for the reinforcing or reconstruction of the present bridge.

Nothing was said Wednesday as to who was to build these roads or where the money was coming from.

Under the authority for the construction of the Depot no work can be done by the Quartermaster's Corps outside the area of the Depot, so that all access roads must be financed and built by other agencies.

At a meeting of those attending Wednesdays conference other than the representation of the Depot, in the office of the County Judge in Pendleton, Mr. Devereaux stated that the Works Progress Administration could build all the roads called for if properly certified by the War Department. He said he did not offer this at the Wednesday's conference for the reason that the Contractor and others stressed the importance of immediate action. At Monday's morning meeting it was the opinion that the W.P.A. could get started with some county assistance as soon as any other agency under their county blanket authorization, approval of which depended only on the Portland office.

At the Thursday's afternoon meeting it was decided that the W.P.A. would proceed along the lines outlined above and the county would furnish all engineering data necessary now, that the State would get the report on the bridge as quickly as possible. It was suggested also that in lieu of the construction roads needed now, that a road could be most quickly built from Umatilla south to the Depot area which also might save considerable in length of haul since it was reported that the contract involved the use of 250,000 cu. yds. of gravel, which would probably come from the Columbia River. This did not meet with favor, the reason given being that all activities, warehouses, etc., would center in Hermiston, and all the roads mentioned before would be necessary. However, it was admitted that the need of a north and south road, shown as "C" on the map might be eliminated or improved with a minor amount of work.

Thursday's conference ended at three o'clock and I returned to Salem.

Yours very truly,

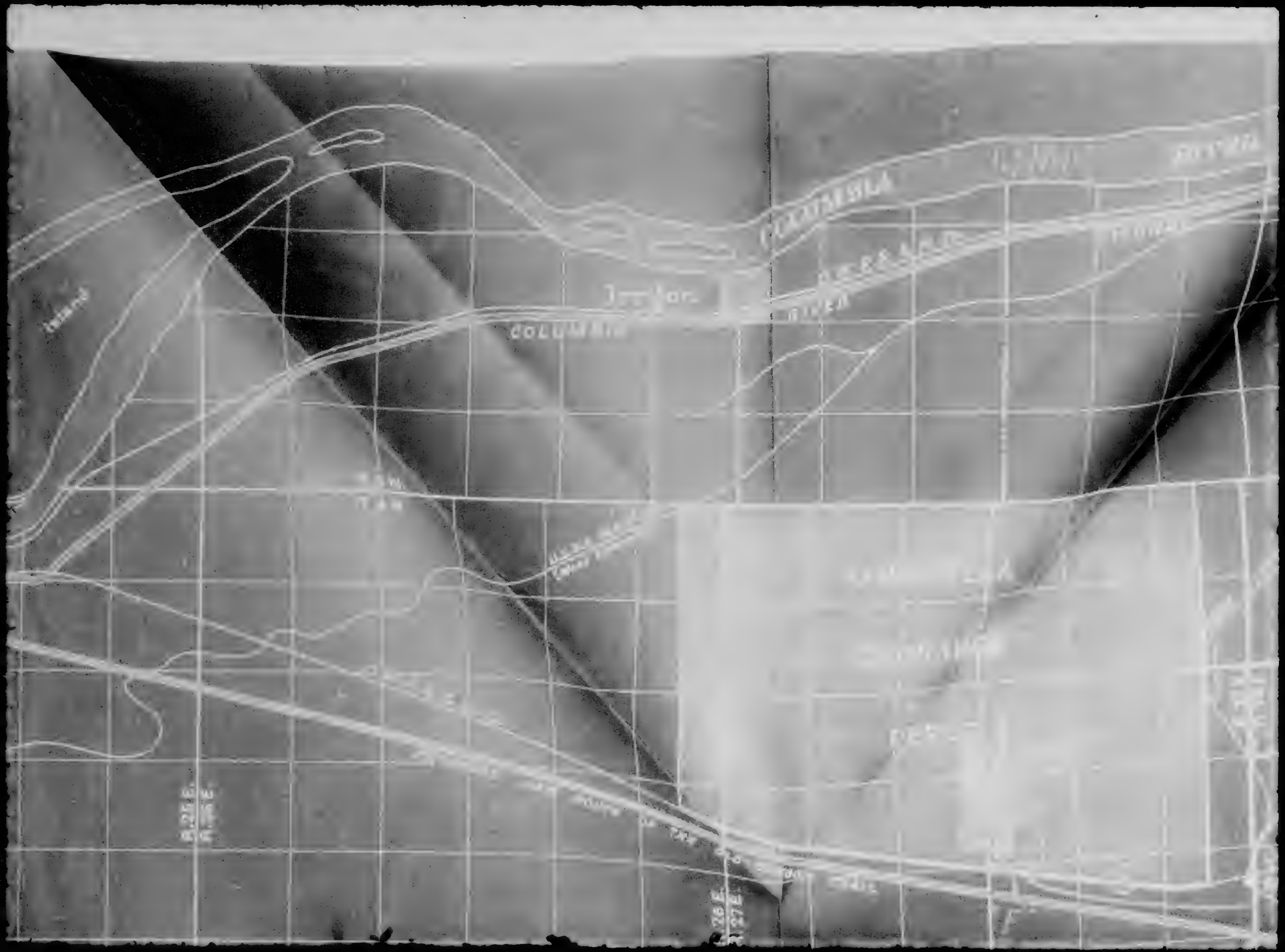
H. W. Libby

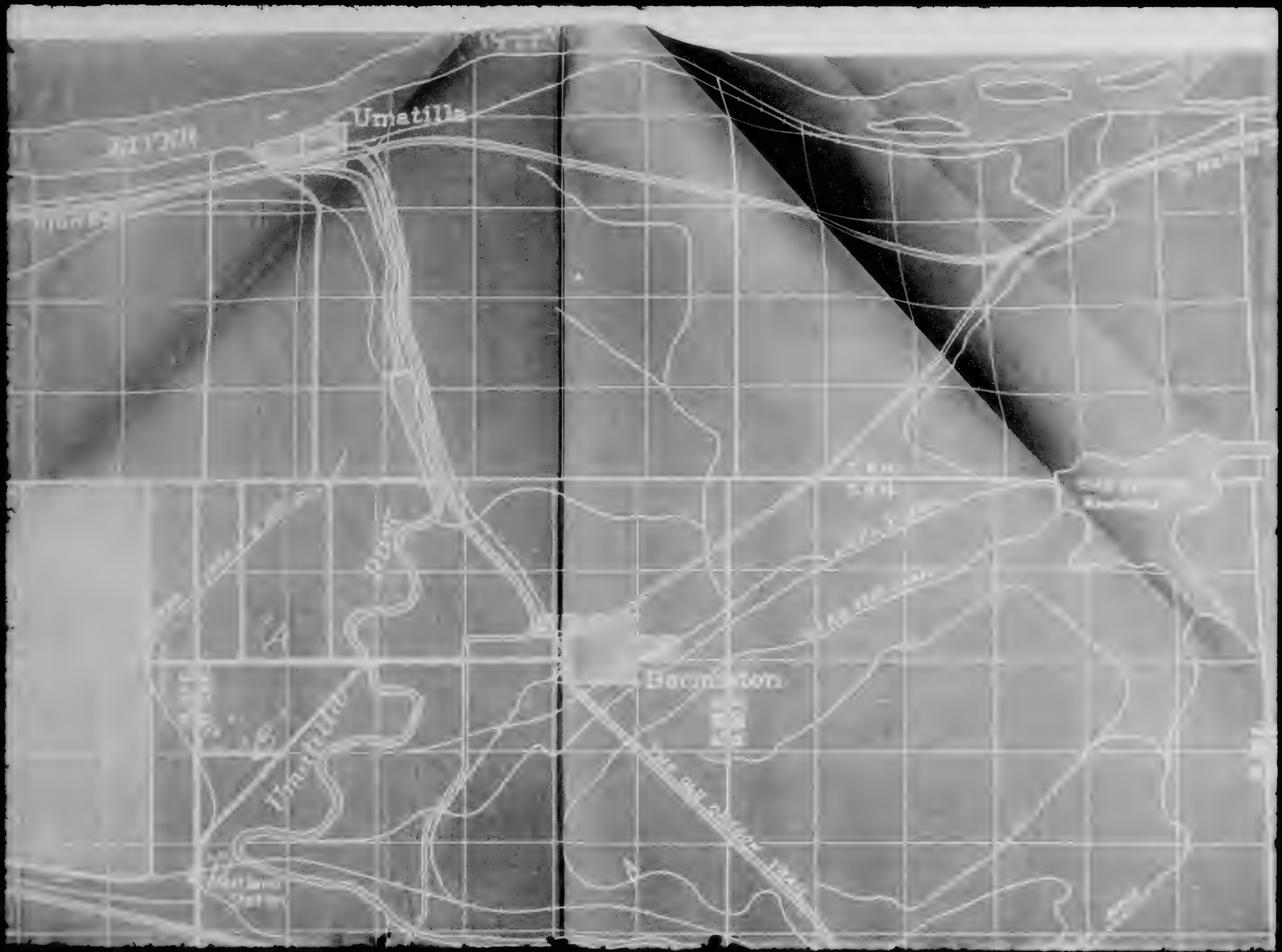
H. W. Libby
Chief Locating Engineer.

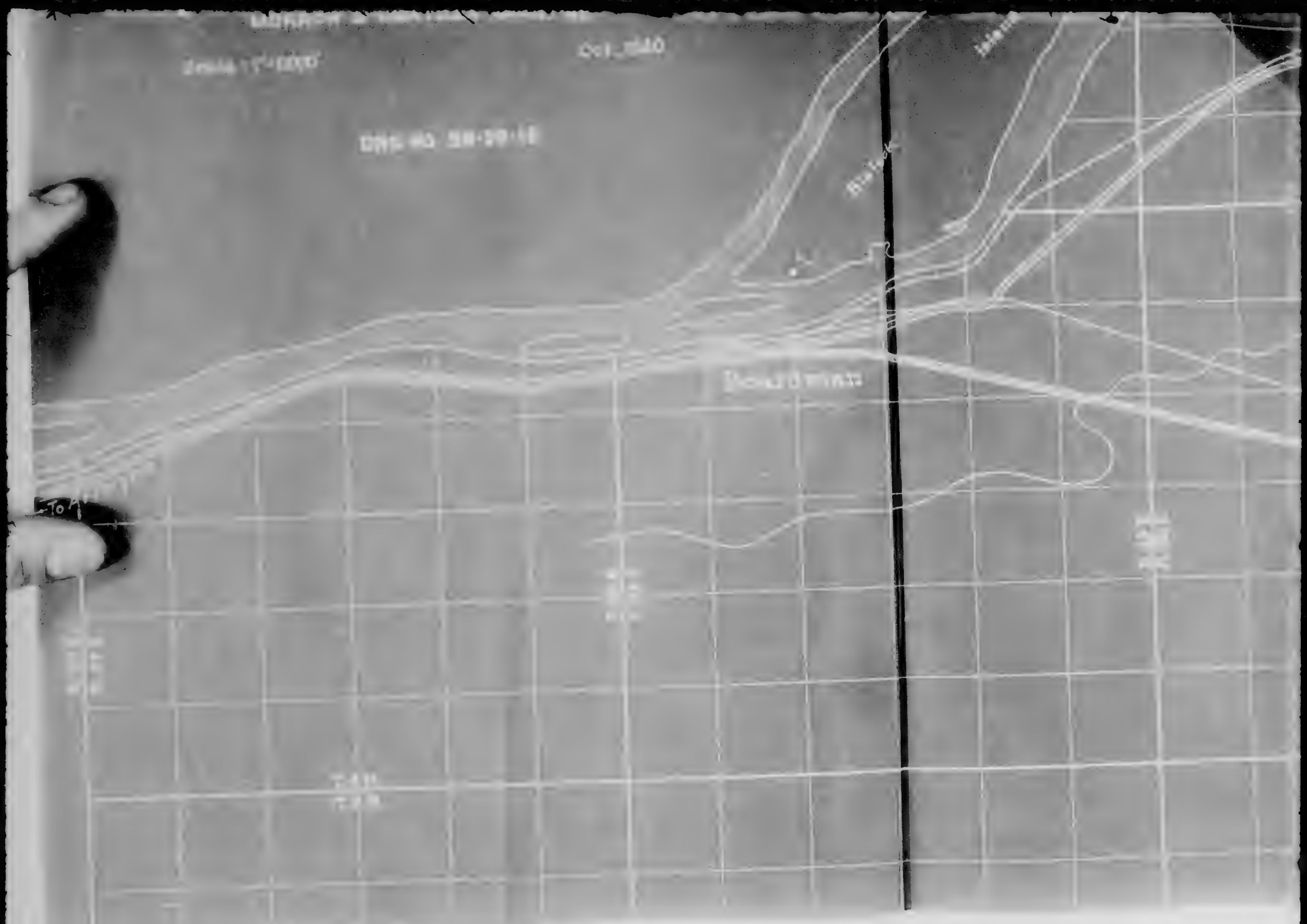
HWL/H

BOARDMAN-STANFIELD SECTION

THE OLD OREGON TRAIL




Umatilla
Boardman



Irrigon

COLUMBIA RIVER

T.5N.
T.4N.

MORROW CO.

UMATILLA CO.

Cold Springs Reservoir

Hermiston

Stanfield

Stanfield East Base
U.S.C.&G.S.

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RECEIVED
JAN 1941

Mr Baldock

FEDERAL AID

June 28, 1941

Capt. R. S. Williams
Const. Quartermaster
Umatilla Ordnance Depot,
Hermiston, Oregon.

RECOMMENDED
R N Baldock
By Asst. State Highway Engineer

NOTED
State Highway Engineer

Dear Sir:

In compliance with the request made June 21, 1941 by the Quartermaster General, this office has been instructed to investigate the access road problem at the Umatilla Ordnance Depot.

It is suggested that you call a conference at Hermiston for Feb. 4, 5, or 6 of the agencies listed below for the purpose of considering the access road problem on the ground.

R. H. Baldock, State Hwy. Engineer, Salem, Oregon.
E. J. Griffith, State Administrator, WPA, Rodeli Bldg., Portland, Ore.
Umatilla County Judge and Commissioners, Pendleton, Ore.

We understand that a bridge problem exists at the Umatilla River crossing. It is suggested that in your notice to Mr. Baldock reference be made to this crossing.

Very truly yours,

rtb/mh

W. E. LYNCH
District Engineer

202-1011 Wells-Granger Sec., Independence-Granger Co. Rd. 1942

#2564

R.H. Baldock

FINAL ANALYSIS

Wells-Granger Section — Independence-Granger County Road
Contract No. 2564 — Grading, Surfacing & Oiling — Prefix 202-1011
B. O. Johnson, Resident Engineer
McNutt Bros., Contractors

202-1011

RECEIVED
NOV 12 1943
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Item	Cost	Quantity	Unit	Unit Cost	Unit Bid	Gross Revenue
Clearing & Grubbing	$4,486.00	All				$5,000.00
Structural Excavation, Unclassified	586.70	304.5	Cu. Yd.	$1.86	$2.00	608.60
Trench Excavation, Unclassified	687.46	464.5	" "	1.48	1.50	696.75
General Excavation, Unclassified	9,536.71	41,361.6	" "	0.23	0.24	9,926.78
Short Overhaul	705.60	46,465.87	Sta. Yd.	0.015	0.015	696.99
Long "	127.15	510.06	C-Yd. Sta.	0.41	0.50	93.02
Finishing Roadbed & Slopes	1,705.55	4.45	Mile	384.50	500.00	2,215.00
8" Perf. Concrete Drain Pipe	356.65	525	Lin. Ft.	0.68	0.70	367.50
12" Concrete Pipe	888.40	924	" "	0.96	1.10	1,016.40
18" " "	1,059.84	552	" "	1.92	2.35	1,297.40
24" " "	198.66	66	" "	2.99	3.05	201.30
36" " "	104.87	20	" "	5.27	5.65	113.00
Salvaging Culvert Pipe	96.96	114	" "	0.85	1.00	114.00
Rock Backfill in Drains	287.40	95	Cu. Yd.	3.10	3.00	297.00
3"-0 Mat'l in Base	19,644.47	25,050	" "	0.79	1.44	36,072.00
3/4"-0 Mat'l in Base & Shoulders	11,520.90	6,514	" "	1.78	2.50	15,785.00
Sprinkling	2,781.63	1,292.5	M/Gal.	1.84	2.00	2,585.00
Preparation of Base	958.65	4.45	Mile	214.60	200.00	888.00
Furnish & Place Aggregates	12,781.42	4,665	Cu. Yd.	2.86	3.00	13,989.00
Furnish & Place RC-5 Asphalt	1,470.40	51.61	Ton	28.40	30.00	1,548.30
Furnish & Place RT-8 Tar	8,744.55	366.02	"	23.90	25.00	9,150.50

NOTED

R. H. Baldock

FINAL ANALYSIS

Wells-Granger Section — Independence-Granger County Road
Contract No. 2564 — Grading, Surfacing & Oiling — Prefix 202-1011
B. O. Johnson, Resident Engineer
McNutt Bros., Contractors

202-1011

RECEIVED
NOV 12 1943
FOR FILING

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Short Overhaul	705.80	46,465.87	Sta. Yd.	0.015	0.015	696.99
Long "	127.15	510.08	C-Yd. Sta.	0.41	0.50	95.02
Finishing Roadbed & Slopes	1,705.55	4.45	Mile	584.50	500.00	2,215.00
8" Perf. Concrete Drain Pipe	356.65	525	Lin. Ft.	0.68	0.70	367.50
12" Concrete Pipe	888.40	924	" "	0.96	1.10	1,016.40
18" " "	1,059.84	552	" "	1.92	2.35	1,297.40
24" " "	198.66	66	" "	2.99	3.05	201.30
36" " "	104.87	20	" "	5.27	5.65	115.00
Salvaging Culvert Pips	96.96	114	" "	0.85	1.00	114.00
Rock Backfill in Drains	287.49	95	Cu. Yd.	3.10	3.00	297.00
3"-0 Mat'l in Base	19,644.47	25,050	" "	0.79	1.44	36,072.00
3/4"-0 Mat'l in Base & Shoulders	11,520.90	6,314	" "	1.78	2.50	15,785.00
Sprinkling	2,781.65	1,292.5	M/Gal.	1.84	2.00	2,585.00
Preparation of Base	958.65	4.45	Mile	214.60	200.00	888.00
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Furnish & Place RC-5 Asphalt	1,470.40	51.61	Ton	28.40	30.00	1,548.30
Furnish & Place RT-6 Tar	8,744.55	366.02	"	25.90	25.00	9,150.50

NOTED

Wells-Granger Final Cost Analysis.

Item	Cost	Quantity	Unit	Unit Cost	Unit Bid	Gross Revenue
PA #1, 48" Concrete Pipe	$664.60	60	Lin. Ft.	11.10	12.84	$770.40
PA #2, Furnish & Place Sand Filler	1,940.12	2,566	Cu. Yd.	0.82	1.44	3,407.04
Force Account	155.18					155.18
	$81,287.72					$106,973.96

Gross Revenue	$106,973.96
Total Cost	81,287.72
Net Profit	$25,706.24

Net Profit Equals 24.0% of Gross Revenue

Detail of Cost
Contract No. 2564

Labor:

Labor	$21,954.70	
Supervision	2,815.05	
State Industrial Accident Insurance	1,952.04	
Social Security & Unemployment Insurance	990.79	
		$27,692.58

Materials:

8 " Perf. Concrete Pipe	525	Lin. Ft.	at	$0.40	$210.00
12" Concrete Pipe	924	"	"	0.70	646.80
18" " "	552	"	"	1.35	745.20
24" " "	66	"	"	2.20	145.20
36" " "	20	"	"	3.90	78.00
48" " "	60	"	"	7.50	450.00
3/4"-0 Crushed Gravel	6,407	Cu. Yd.	"	1.00	6,407.00
Mineral Aggregate	4,663	"	"	1.50	6,994.50
RC-3 Asphalt	51.61	Ton	"	13.80	712.22
RT-8 Tar	366.02	"	"	13.00	4,758.26
					21,147.18

Equipment Rental, Supplies & Misc.:

Equipment Rental (Includes Repairs & Move In)	$16,600.00	
Gas, Oil & Grease	9,114.00	
PL & PD Insurance	125.00	
P.U.C. Fees	265.00	
Small Tools & Misc. Supplies	2,045.00	
Bond	1,069.74	
Home Office & Overhead	5,209.22	
		$2,427.96

Total Cost $31,267.72

Remarks:

This was a "State Contract" consisting of the regrading of 4.5 miles of highway roadbed, the construction of 4.5 miles of rock base and bituminous macadam wearing surface and such incidental work as required. The contract was awarded March 19th, 1942; construction was started March 30th, 1942, and the project was completed September 19th, 1942.

Grading equipment consisted of one RD-8 tractor and dozer, three RD-8 tractors and 12 cu. yd. carryalls, one heavy blade and one 10-ton roller. Incidental equipment used on the project consisted of two pickups, one flat-bed truck and one electric welder. A ½ cu. yd. shovel was used on heavy structural excavation where practical.

Due to a very late spring, grading operations were hampered by wet weather, and the contractor lost considerable time. Material moved was very wet and sticky, and grading was very slow. Little profit was shown on any grading items.

All pit run materials for the base and the sand filler used for keying the 3/4"-0 were obtained by the contractor from a pit located approximately 0.25 mile from the south end of the project. The contractor made a large profit. A ½ cu. yd. shovel and light trucks were used.

All crushed gravel and rock for the top course of base and for mineral aggregate was purchased from commercial plants and stockpiled on the project. 3/4"-0 Crushed gravel was placed on the road and processed but did not tie down due to a deficiency of fines and sand filler was added. Good prices and cheap rock allowed the contractor an excellent profit on these items.

Oiling equipment consisted of retort and boiler, distributor, two tenders, roller and blade. Due to an inexperienced crew, oiling was slow, and little profit was made.

This project was well handled with good equipment, but due to adverse weather conditions, showed little profit on grading operations. However, the high bid prices on base rock allowed the contractor to show a substantial profit on the job.

E. H. Clymer
Cost Analyst

By . . C. E. Paulsen

RECEIVED
FEB 5 1943
FOR FILING

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Feb. 5, 1943

202-1011

Subject: Request for release of warrants on final estimates.

To: Mr. H. B. Glaisyer
O-f-f-i-c-e

	Vou. #	Cont. #	Est. #	Name	Am't.	Wt. #	Note
1.	1082	2564	8-final	McNutt Bros.	6,711.07	236393	
2.							
3.							
4.							
5.							
6.							
7.							
8.							
9.							
10.							
11.							
12.							

ACCEPTED? Yes Oktr Case
A M

NOTED
A. L MONSON

ACCOUNTING DIVISION

By aav
Bookkeeping Dept.

Approved H S Lewis
Secretary

RECEIVED
JAN 16 1943
FOR FILING

202-1011

January 15, 1943

General Casualty Co. of America
Eugene Insurance Agency
Miller Building
Eugene, Oregon

Gentlemen:

You are hereby notified that state highway contract No. 2564, for work on the Wells-Granger Section of the Independence-Granger County Road, in Benton County, has been completed by the contractor, McNutt Brothers, and that final payment, in the amount of $6,711.07, will be made on or after January 25, 1943.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues, or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

This notice is served upon you since you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total contract amount is $106,973.96, of which amount $155.18 represents the amount of force account items. This contract was completed on September 19, 1942, and accepted by the Commission on November 5, 1942.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

RS

NOTED
A. L. MONSON

RECEIVED
DEC 12 1942
FOR FILING

202-1011

December 12, 1942

General Casualty Company of America
Eugene Insurance Agency
Miner Building
Eugene, Oregon

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semifinal payment to McDutt Bros., on contract No. 2564, covering construction of the Wells-Grangar Section of the Independence-Grangar County Road, in Benton County. This payment, in the amount of $5,475.40 will be made on or after December 22, 1942. The retained percentage is $3,100.91.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues, or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

Kindly acknowledge receipt of this letter.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

AM

NOTED
A. L. MONSON

RECEIVED
DEC 4 1942
FOR FILING

202-1011

December 4, 1942

Kellett Brothers
3514 East Broadway
Eugene, Oregon

Gentlemen:

The State Highway Commission, at its meeting on November 3, 1942, granted you the extension of time requested, from June 15 to September 20, 1942, without penalty, in connection with contract No. 2564 for grading, surfacing and construction of bituminous macadam on the Wells Granger Section of the Independence-Granger County Road, in Benton County.

Very truly yours,

Secretary

AH

cc - Mr. Bacon

RECEIVED
NOV 24 1942
FOR FILING

202-1011

November 24, 1942

Shell Oil Company
1220 S. W. Morrison
Portland, Oregon

Attention: Frank J. Warner, Division Credit Mgr.

Gentlemen:

In reply to your inquiry of November 23, 1942, I wish to advise that McNutt Brothers' contract No. 2564 was completed on September 19, 1942, and was accepted by the State Highway Commission on November 5, 1942.

Very truly yours,

AK

Secretary

RECEIVED
SEP 21 19
FOR FILING
202-1011

September 21, 1942

Shell Oil Company
1220 S. W. Morrison
Portland, Oregon

Attention: Frank J. Turner

Gentlemen:

In reply to your inquiry of September 18, 1942, we advise that McDutt Brothers' contract, No. 2564, is approximately 67 per cent complete. The contractor has been paid $70,203.79 to date.

Very truly yours,

AH Secretary

Form E-1—SM—4-42

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending August 29, 1942., 19....

Section Wells-Granger

Kind of work Grading, Surfacing, Bit. Mac.

Highway Independence- Granger

Section prefix 202-1011

Contractor McNutt Bros.

Contract number 2564

Date of contract March 19, 1942, 19....

Date of completion June 15th, 1942, 19....

Date work started " 30, 1942, 19....

Estimated date of completion Sept 15th., 19....

Amount of contract . . . . . $ 99,915.50

Per cent of time elapsed 100 %

Estimated cost of completed project, exclusive of engineering . . . . . $ 99,915.50

Per cent of contract completed, based on total contract price . . . . . 90 %

Engineering cost to date, $ 3700.00, 3.7 %

Date project was completed ....., 19....

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Bit. Mac. proceed d Monday to Thursday Inc. Main course and key completed over entire project. 1st seal completed station 150 to 233 + 50. Lack of RT-8 delayed completion of first seal this week. Will restume work Sunday August 30th. Work slow due to inexperienced contractor's crew.

Carl Daniel chief inspector, M.W. Wilkinson inspector of rock spreads. John Graham inspector on oiler. Cruzen , checker.

RECEIVED AUG 31 1942 OFFICE OF DIVISION ENGINEER DIVISION NO. 2

RECEIVED Aug 31 1942

NOTED
E. M. BOOTH

Signed E. C. Wilkinson

Address Monmouth, Ore.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	4.5	4.5		4.5	
Miles partially completed	4.5	4.5		4.5	
Miles completed					
Total estimated quantities	40,000	5700 top 25,000 base		4250 aggr. 348 RT-8 56 RC-3	
Estimated quantities moved or placed to date	41,000	6400 top 24,900 base		90%	
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day				1 1/8	
Hours per shift				8	
Average force on project for week				31	

Percentages of men employed on contract to be secured from:

..... County, ...%; ..... County, ...%; ..... County, ...%; ..... County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men	5						
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons	22						
Men and tractors	4						

Equipment used during week: Shovels 1, Power graders 2, Rollers 2, Mixers ....., Crushing or screening plants.....

Compressors ....., Bulldozers ....., Sheep-foot rollers ....., Distributor -1, ... , ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	fair		
Monday	"		
Tuesday	"		
Wednesday	"		
Thursday	"		
Friday	"		
Saturday	"		

STATE PRINTING DEPT.

RECEIVED
APR 22 1942
FOR FILING

202-1011

April 21, 1942

McNutt Bros.
351½ E. Broadway
Eugene, Oregon

Gentlemen:

We are sending you today by express a fully executed copy of contract No. 2564, which was awarded to you on March 19, 1942, by the State Highway Commission, covering 4.50 miles grading, surfacing and bituminous macadam construction on the Wells-Granger Section, of the Independence-Granger County Road, in Benton County. This copy is for your records and files.

We are also sending an executed copy to the surety on your bond.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

MB

NOTED
D. G. DeSart

VED
1942
LING

March 25, 1942

McWatt Brothers
351½ East Broadway
Eugene, Oregon

Gentlemen:

We are returning to you, by express, the four copies of contract No. 2564 which we received today. The bond has not been countersigned by a resident agent. Will you please have it countersigned and return to this office?

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

DD/mm

D. DeHart

RECEIVED
MAR 2 5 1942
FOR FILING

202-1011

March 21, 1941

Moffatt Brothers
351½ East Broadway
Eugene, Oregon

Gentlemen:

We are sending you today by express four copies of contract No. 2564, which was awarded to you by the State Highway Commission on March 19, 1942, covering grading, surfacing and bituminous macadam construction on the Wells-Granger Section, of the Independence-Granger County Road, in Benton County.

Kindly execute all four copies of this contract as to agreement and bond, and return them to this office for approval by the State Highway Commission. When this has been done a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the paragraph under Section 6, page 15, of the printed general provisions, relating to the Workmen's Compensation Act. You are expected to accept the terms of this act and to carry on your work under this contract in strict conformance thereto.

Your attention is also called to the paragraph on the same page, relating to payment by the contractor of amounts due hospital associations, et cetera.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

REFERRED TO
[illegible]
SECRETARY

RECEIVED
MAR 21 1942
FOR FILING

02-1011

March 20, 1942

McButt Brothers
351½ E. Broadway
Eugene, Oregon

Gentlemen:

The State Highway Commission on March 19, 1942, awarded you the contract for 4.5 miles grading, surfacing and bituminous macadam on the Wells-Granger Section of the Independence-Granger County Road, in Benton County. This award was based on your low bid of $99,915.50 using tar, submitted on that date.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

AM/mm

cc - S. H. Probert
G. S. Paxson

RECEIVED
JUL 22 1942
FOR FILING

2 2-1011

3/19/42 Agenda

March 6, 1942

Major R. E. M. Van Leuts
U. S. Engineers
15th and Park Terrace
Albany, Oregon

Dear Sir:

With regard to our conversation yesterday, advise that the State Highway Commission, with its funds, will reconstruct a county road in Benton County, known as the Independence road, from a point which is the intersection of the Independence road and the Albany-Corvallis Highway, which point is approximately one-half mile northeast of Granger and approximately one-half mile south of the Highland School, thence northerly approximately 4½ miles along the Independence road to the intersection of the Independence road and the Walls road.

However, to do this work, we must assure our contractor of a priority which will permit him to purchase needed equipment, repair parts, materials and supplies to do the job. Will you please advise the priority rating that we can use?

We further understand that, if the Army will certify this road as a necessary access road, automatically the priorities established by the containment apply. However, we have not time to wait for all this red tape and suggest that arrangements be made for the certification, but, in the meantime, you secure us of the priority number that can be used.

Very truly yours,

R. H. Baldock
Chief Engineer

RHB:hl

7-4203 Redmond Rock Prod. Prcj., 1942
State Hwys.
2565

RECEIVED
JAN 10 1944
FOR FILING

7-4203

January 8, 1944

Metropolitan Casualty Insurance Co.
Harold G. Hays, Agent
Loyalty Building
Portland, Oregon

Gentlemen:

You are hereby notified that state highway contract No. 2565 for work on the Redmond Rock Production Project on the Bilbrooke, Schoon, The Dalles-California and Redmond-Bend Highways in Crook and Deschutes Counties, has been completed by the contractor, A. C. Shire, and that final payment in the amount of $747.86 will be made on or after January 18, 1944.

That state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues, or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

For your information we wish to advise that the total contract amount is $22,823.01, of which amount $318.34 represents the amount of force account items. This contract was completed on October 14, 1943 and accepted by the Commission on December 23, 1943.

This notice is served upon you since you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

EF

RECEIVED
JAN 8 1944
FOR FILING
7-4343

Salem, Oregon
January 7, 1944

A. C. Suhre, Contract 2565

Mr. M. H. Mavis
O f f i c e

Attention: Mr. Carl Smith

The State Highway Commission, at its meeting on December 23, 1943, granted an extension of time to A. C. Suhre, dba Sand Sand and Gravel Company, in connection with his contract No. 2565 for the Redmond Rock Production Project on the McKenzie, Cabeen and The Dalles-California and Redmond-Sand Highways, in Crook and Malheur County, from August 31, 1943, to October 11, 1943. This contract, which was completed on October 11, 1943, was also accepted by the Commission at the December 23, 1943, meeting.

You may therefore, release the final payment on this contract; however, the warrant should be forwarded to Mr. Robt. K. Shimmin, in the usual manner.

Secretary

MS

RECEIVED
JAN 8 - 1944
FOR FILING

7-4303

January 3, 1944

Mr. A. C. Sahre
dba Bend Sand and Gravel Co.
Route 2, Box 109
Bend, Oregon

Gentlemen:

The State Highway Commission, at its meeting on December 23, 1943, granted you the extension time requested, from August 31, 1943 to October 11, 1943, without penalty, in connection with contract No. 2565 for the Redmond Rock Production Project on the McKenzie, Ochoco, The Dalles-California and Redmond-Bend Highways in Crook and Deschutes Counties.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

ec-Chandler

RECEIVED
DEC 21 1943
FOR FILING
7-4203

December 20, 1943

Mr. Robt. K. Shimmin
Superintendent of Claims
The Metropolitan Casualty Insurance Company
of New York
Loyalty Building
Portland, 1, Oregon

Dear Mr. Shimmin:

Rejected 5 Low- Rd

This acknowledges receipt of your letter of December 18, enclosing two letters from Mr. Richard Pausch, Assistant Secretary of your company, one of which consents to the granting of an extension of time to A. C. Suhre, dba Sand and Gravel Company, to October 11, 1943, in connection with his contract No. 2565, for the Redmond Rock Production Project; in the other of which the company releases its assignment of the funds payable to Mr. Suhre in connection with this job. I wish to thank you for this information.

filed in contract Rd

I have not as yet received Mr. Suhre's request for an extension of time, but presume that it will be forthcoming from Mr. Chandler within the next day or so, and I hope it will arrive in time so that the Commission can act on it at its meeting this week.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

HSO:MS

cc - Mr. Richard Pausch
Asst. Secretary
Metropolitan Casualty Ins. Co.
220 Bush Street
San Francisco, Calif.

cc - Mr. M. H. Hawks - Attention Carl Smith

LOYALTY GROUP

Surety's consent referred to Chas. Low to attach to A. C. Suhre's request for extension of time.

12/20/43 RS

Release of assignment of funds filed with contract

The Metropolitan Casualty Insurance Company of New York
ORGANIZED 1874

LOYALTY GROUP

PORTLAND BRANCH OFFICE
LOYALTY BUILDING
S. W. PARK AVE. AT MORRISON ST.
TELEPHONE ATWATER 7521
PORTLAND 5, OREGON

HOWE S. LANDERS, PRESIDENT
WM. B. REARDEN, EXECUTIVE VICE-PRESIDENT
W. W. POTTER, VICE-PRESIDENT
FRED W. SULLIVAN, VICE-PRESIDENT
F. E. CHADWICK, 2ND VICE-PRESIDENT
R. W. WALBEY, SECRETARY
A. A. MILHAUPT, SECRETARY

December 18, 1943

Mr. H. B. Glaisyer
Oregon State Highway Commission
Salem, Oregon

Re: Contract 2565
Redmond Rock Production
Principal A. C. Suhre DBA
Bend Sand and Gravel Co.

Dear Mr. Glaisyer:

I am attaching hereto consent for extention of time granted to A. C. Suhre, also release with reference to final estimate in the above captioned case. It is my understanding that Mr. Suhre has forwarded the request for the extention of time to W.E. Chandler, Division Engineer at Bend, Oregon.

Yours very truly,

ROBERT K SHIMMIN
Supt. of Claims

RKS:pm
Enclosure

RECEIVED
DEC 20 1943
OREGON
STATE HIGHWAY COMMISSION

4203

November 1, 1943

Metropolitan Casualty Company of New York
Walter H. Shimmin, Supt. of Claims
Equitable Building
Portland, Oregon

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to A. C. Schave, dba Sand Sand and Gravel Company, (assigned to The Metropolitan Casualty Company of New York) on contract No. 2565, for the Redmond Rock Production Project, in Crook and Deschutes Counties. This payment, in the amount of $1,329.11, will be made on or after November 12, 1943. The retained percentage is $790.00.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues, or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

Kindly acknowledge receipt of this letter.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

MBG:RS

October 30, 1943

Mr. Richard Fenwick
Assistant Secretary
The Metropolitan Casualty Co. of New York
Bonding Department
220 Bush Street
San Francisco, California

Dear Sir:

This acknowledges receipt of your letter of October 26, releasing your assignment with respect to Estimate No. 14 of the A. G. Suhre contract No. 2565, for the Redmond Rock Production Project on the Mahogania, Ochoco, The Dalles-California, and Redmond-Bend Highways, in Crook and Deschutes Counties.

We are making a proper note in our records, and will be pleased to see that the warrant is issued direct to Mr. Suhre, through Mr. Robert K. Shimmin of your office in Portland.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

HSO:MB

cc - Robt. K. Shimmin
Supt. of Claims
Metropolitan Casualty Insurance Co.
Loyalty Building
Portland, Oregon

cc - Carl Smith

Form E-1—5M—6-43

RECEIVED
OCT 19 1943
ENGINEER

OREGON STATE HIGHWAY COMMISSION
FIELD ENGINEER'S WEEKLY REPORT
FOR CONSTRUCTION PROJECTS ONLY

Section Redmond

Highway McKenzie, Ochoco, The Dalles Cal. & Redmond-Bend.

Contractor A. C. Suhre

Date of contract March 18, 1942, 19

Date work started March 30, 1942, 19

Amount of contract . . . . . $ O.A. 19936.49 P.A. 2753.50

Estimated cost of completed project, exclusive of engineering . . . . This office semi-final $ 22825.95

Per cent of contract completed, based on total contract price . . . . . 100 %

Engineering cost to date, $ 1856.45, 8.2 %

For Week Ending October 16, 1943, 19

Kind of work Rock Production

Section prefix 7-4203

Contract number 2565

Date of completion Sept. 21, 1942, 19

Estimated date of completion , 19

Per cent of time elapsed %

Date project was completed October 11, 1943, 19

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Final report.

Setting up at specified source started March 30, 1942 and completed the first week of May 1942. Crushing of material from then on until the first week in November 1942. At that time the contractor had completed the crushing of about ~~8000~~ 5300 cy on the original specified amount and 1557 cy on a price agreement. At that time the contractor asked that he be allowed to move the crusher to his holdings at MP 15.4 Bend-McKenzie Hwy. This was granted and in an agreement dated February 1, 1943 the contractor agreed to complete the hauling of materials to the various sites from the new setup (the haul to be computed as originating from the old or original source.) In the case of the uncompleted stockpiles at MP 124 The Dalles Cal. the agreement allowed the contractor to pile this material at MP 132 of The Dalles California. After dimantling the original setup at MP 107.2 McKenzie in November 1942, setting up at MP 15.4 Bend-McKenzie Hwy was completed in early March 1943. During the crushing period from March 1943 to September 20 1943, the remaining amounts were made complete. Also during this period the contractor was able to sell screened material on a commercial basis. Installation of gates at stockpile sites completed Oct.11-43.

Yardage as set up Orig. Author.

12500 cy

Final

5300 cy from setup MP 107.2 McK
1557.5 PA " " " " "
=6848.6 cy " " " 15.4 Bend-McK
Total 13896.1 "

NOTED
E. M. [illegible]

Signed A. C. Suhre

Address 1290 - Wall St Bend

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project			6.6 Co Rd oiling PA 34.58 Hwy maint		
Miles partially completed					
Miles completed			6.6 PA 34.58 Hwy maint		
Total estimated quantities			1260 PA 12500 Hwy maint OA		
Estimated quantities moved or placed to date			1557.5 PA 12248.6 Hwy maint OA		
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week			3 one day only building gates and installat ioo		

Percentages of men employed on contract to be secured from:

..... County, ...%; ..... County, ...%; ..... County, ...%; ..... County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ....., Power graders ....., Rollers ....., Mixers ....., Crushing or screening plants .....

Compressors ....., Bulldozers ....., Sheep-foot rollers .....

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday	Fair		
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

STATE PRINTING DEPT.

FORM E-123X 6M 5-43

RECEIVED
SEP 16 1943
FOR FILING

COMMISSIONERS
T. H. BANFIELD, CHAIRMAN
PORTLAND
ARTHUR W. SCHAUPP, MEMBER
KLAMATH FALLS
MERLE R. CHESSMAN, MEMBER
ASTORIA

OREGON
STATE HIGHWAY COMMISSION
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
C. B. McCULLOUGH
ASSISTANT STATE HIGHWAY ENGINEER
J. M. DEVERS
CHIEF COUNSEL
H. B. GLAISYER
SECRETARY

September 15, 1943

7-4203

A. C. Sauve
Rt. 2, Box 107
Bend, Oregon

Dear Sir:

We enclose for your signature our estimate voucher for $709.89, covering Estimate 13, Contract 2565. We have attached for your use, in case you so desire, the usual assignment form in connection with the original blanket assignment on this contract.

In order to save as much time as possible, we are sending a carbon of this letter to the representative of the assignee, and in case the assignment is not to apply on this estimate, we are requesting that the assignee supply their written release from the assignment of the amount covered by this particular estimate.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

George W. Alling
Accounting Division

GWA:AN
cc H. B. Glaisyer ✓
Robt. K. Shimmin, Supt. of Claims
Metropolitan Casualty Ins. Co. of N. Y.
S. W. Park Avenue and Morrison Street
Portland, Oregon

NOTED
H. B. GLAISYER

RECEIVED
SEP 9 1943
FOR FILING
7-4203

August 21, 1943

Mr. Robert K. Shimmin
Supt. of Claims
Metropolitan Casualty Ins. Company of New York
Loyalty Building
Portland, Oregon

Dear Mr. Shimmin:

This acknowledges receipt of your letter of the 20th inst. transmitting letter from Mr. Richard Pausch, Assistant Secretary of your company, which releases estimate No. 12 of the A. C. Sahre contract, being State Highway Contract No. 2565, from the assignment heretofor given your company by Mr. Sahre.

We shall be pleased to make payment in connection with this estimate in conformity with this release and as requested will mail the warrant to you for delivery to Mr. Sahre.

Very truly yours,
STATE HIGHWAY COMMISSION

By
Secretary

RRS:rw

cc - Mr. Richard Pausch
Assistant Secretary
The Metropolitan Casualty Ins. Co. of New York
220 Bush St.
San Francisco, California

Carl Smith

FORM E-123X SM 8-43

RECEIVED
AUG 19 1943
FOR FILING

COMMISSIONERS
T. H. BANFIELD, CHAIRMAN
PORTLAND
ARTHUR W. SCHAUPP, MEMBER
KLAMATH FALLS
MERLE R. CHESSMAN, MEMBER
ASTORIA

OREGON
STATE HIGHWAY COMMISSION
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
C. S. McCULLOUGH
ASSISTANT STATE HIGHWAY ENGINEER
J. M. DEVERS
CHIEF COUNSEL
H. S. GLAISYER
SECRETARY

7-4203

August 18, 1943

A. C. Moore
Rt. 2, Box 107
Bend, Oregon

Dear Sir:

I enclose for your signature our estimate voucher for $504.00, covering Estimate 12, Contract 2565. I have attached for your use, in case you so desire, the usual assignment form in connection with the original blanket assignment on this contract.

In order to save as much time as possible, I am sending a carbon of this letter to the representative of the assignee, and in case the assignment is not to apply on this estimate, I am requesting that the assignee supply their written release from the assignment of the amount covered by this particular estimate.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By Carl H. Smith
Accounting Division

CFS:PO
cc H. S. Glaisyer
cc Robt. K. Shimmin, Supt. of Claims
Metropolitan Casualty Ins. Co. of N. Y.
S. W. Park Avenue and Morrison Street
Portland, Oregon

NOTIFIED
H. S. GLAISYER

DECLASSIFIED
NHP
7-4503

August 2, 1943

Mr. Robert K. Shimmin
Superintendent of Claims
Metropolitan Casualty Insurance Co. of New York
Loyalty Building
Portland, Oregon

Dear Mr. Shimmin:

I am pleased to have your letter of July 31, clarifying the matter of mailing warrants due and payable to A. C. Soiro, dba Rural Land and Several Company.

In accordance therewith, hereafter we will mail the warrants to you for delivery to Mr. Soiro.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

HEG:MS

cc - M. H. Hawley

The Metropolitan Casualty Insurance Company of New York
ORGANIZED 1874

LOYALTY GROUP

HOWE S. LANDERS, PRESIDENT
WM. B. REARDEN, EXECUTIVE VICE-PRESIDENT
W. W. POTTER, VICE-PRESIDENT
FRED W. SULLIVAN, VICE-PRESIDENT
F. E. CHADWICK, 2ND VICE-PRESIDENT
R. W. WALBEY, SECRETARY
A. A. MILHAUPT, SECRETARY

PORTLAND BRANCH OFFICE
LOYALTY BUILDING
S. W. PARK AVE. AT MORRISON ST.
TELEPHONE ATWATER 7521
PORTLAND, OREGON

July 31, 1943

Mr. H. B. Glaisyer
Oregon State Highway Commission
Salem, Oregon

Re: A. C. Suhre
1-S-51405

Dear Mr. Glaisyer:

I have your letter of July 30th with reference to the above captioned contract, and I have written to Mr. Pausch so that he will have the releases prepared and in my hands by the tenth of the month so that I can check Mr. Suhre's affairs at that time and turn over the letter to you if it is satisfactory to release the estimate.

With reference to the authorization of Suhre to have the checks mailed to us. Perhaps you will recall that when Estimate No. 10 was ready for payment we had a conversation with reference to securing Suhre's signature to an authorization so that the warrants could be sent to this office. At that time you advised me if we would have Mr. Suhre sign these authorisations that all future drafts would be sent to this office, that it would not be necessary to secure a separate authorization on these checks.

I made a trip to Bend to secure Mr. Suhre's signature to said authorization which was sent to you immediately. On July 29th I forwarded to Mr. George W. Alling in the Accounting Division a copy of this authorization which he states are not on record in the file.

It is the understanding that all warrants will be made payable to Mr. Suhre but will be forwarded through this office for delivery to Mr. Suhre, and Mr. Suhre signed the authorization for that procedure.

Yours very truly,

Robert K. Shimmin

ROBERT K. SHIMMIN
Supt. of Claims

RKS/bl

ACKNOWLEDGED
H. B. GLAISYER

RECEIVED
AUG 2 - 1943
OREGON
STATE HIGHWAY COMMISSION

7-4203

July 30, 1943

Mr. Robert K. Shimmin, Supt. of Claims
Metropolitan Casualty Insurance Company of New York
S. W. Park Avenue and Morrison Street
Portland, Oregon

Dear Mr. Shimmin:

This acknowledges your letter of the 27th inst. enclosing a letter from Mr. Richard Pausch, Assistant Secretary, Metropolitan Casualty Insurance Company of New York, releasing the company's assignment in respect to Estimate No. 11 in the amount of $1,805.12, with respect to the A. C. Schure contract for the Redmond Rock Production Project, contract No. 2565. This release appears to be in order and we are putting the voucher through for payment without the assignment.

In one of your previous letters, you asked that the warrant be mailed to you for delivery to Mr. Schure. No mention of such arrangement was made in Mr. Pausch's letter releasing estimate No. 11 from the assignment so we assumed it was all right to mail the warrant direct to Mr. Schure which was done. If that is not satisfactory with respect to future payments, kindly advise and we will be pleased to follow your instructions with respect thereto.

Monthly estimates in connection with Mr. Schure's contracts are prepared on the 10th of each month and normally the warrant would be ready for delivery to the contractor in about three weeks. We cannot state just when estimates will be paid but for purposes of having the assignment release ready so there will be no delays effecting the payment of the estimate, I would suggest that you mail the release to us on the 10th of the month.

Very truly yours,
OREGON STATE HIGHWAY COMMISSION

By
Secretary

HSL:rw

cc: Mr. Richard Pausch, Asst. Secretary
Metropolitan Casualty Insurance Company of New York
220 Bush Street
San Francisco, California

Mr. ~~H. C. Crews~~ C. F. Smith

The Metropolitan Casualty Insurance Company of New York
ORGANIZED 1874

LOYALTY GROUP

PORTLAND BRANCH OFFICE
LOYALTY BUILDING
S. W. PARK AVE. AT MORRISON ST.
TELEPHONE ATWATER 7521
PORTLAND, OREGON

HOWE S. LANDERS, PRESIDENT
WM. B. REARDEN, EXECUTIVE VICE-PRESIDENT
W. W. POTTER, VICE-PRESIDENT
FRED W. SULLIVAN, VICE-PRESIDENT
F. E. CHADWICK, 2ND VICE-PRESIDENT
R. W. WALBEY, SECRETARY
A. A. MILHAUPT, SECRETARY

July 27, 1943

Mr. H. B. Glaisyer, Secretary
Oregon State Highway Commission
Salem, Oregon

Re: A. C. Suhre, 1 S 51405

Dear Sir:

I am attaching hereto a release of Assignment No. 11 signed by Mr. Pausch.

I would greatly appreciate the favor if you would advise us when the next estimate, No. 12, is payable, so that we may have a release ready in advance if the situation at that time justifies releasing the money.

Yours very truly,

Robert K. Shimmin

ROBERT K. SHIMMIN
Supt. of Claims

RKS/bl
Enc.

ANSWERED
H. B. GLAISYER

RECEIVED
JUL 28 1943
STATE HIGHWAY COMMISSION

METROPOLITAN CASUALTY INSURANCE COMPANY

OF NEW YORK

Loyalty Group

PACIFIC DEPARTMENT
220 Bush Street
San Francisco, Calif.

COPY

July 26, 1943

Mr. H. B. Glaisyer, Secretary
Oregon State Highway Commission
Salem, Oregon

A. C. SUHRE - 1 S 51405

Dear Mr. Glaisyer:

With reference to your letter of July 22 addressed to our Portland Office, we hereby release our assignment in respect to Estimate No. 11, in the amount of $1805.12, and authorize you to issue your check or voucher payable to Mr. Suhre.

Yours very truly,

RICHARD PAUSCH (Signed
Assistant Secretary

PD:MET.

FORM E-1208 SM 5-43

RECEIVED JUL 29 1943 FOR FILING

COMMISSIONERS
T. H. BANFIELD, CHAIRMAN
PORTLAND
ARTHUR W. SCHAUPP, MEMBER
KLAMATH FALLS
MERLE R. CHESSMAN, MEMBER
ASTORIA

OREGON
STATE HIGHWAY COMMISSION
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
C. S. McCULLOUGH
ASSISTANT STATE HIGHWAY ENGINEER
J. M. DEVERS
CHIEF COUNSEL
H. B. GLAISYER
SECRETARY

7-4-03

July 27, 1943

Metropolitan Casualty Insurance Co.
of New York
Loyalty Building
Park Avenue & Morrison
Portland, Oregon

Attention: Robert K. Shimmin

Gentlemen:

In the absence of Mr. Smith, the writer is replying to yours of July 24.

In connection with your statement that we have on file an authorization from Mr. Suhre that drafts be mailed direct to you, would advise that we are unable to find any such authorization in our files. Warrant covering Est. 10 was mailed direct to Mr. Suhre on July 12. Mr. Pausch's release of assignment on this estimate makes no mention of mailing the warrant to you and Mr. Glaisyer's acknowledgment of July 8 specifically advised that the warrant would be mailed direct to Mr. Suhre.

It is not convenient to give you a copy of the estimate as prepared for Mr. Suhre's signature as our set up does not readily permit additional copies. However, we can give you a copy of the letter of transmittal showing the amount, dates, etc., which we believe should be sufficient for your purposes in permitting a release of assignment if still necessary.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By _____
Accounting Division

GWA:PO
cc H. B. Glaisyer

NOTED
H. B. GLAISYER

The Metropolitan Casualty Insurance Company of New York
ORGANIZED 1874

LOYALTY GROUP

HOWE S. LANDERS, PRESIDENT
WM. B. REARDEN, EXECUTIVE VICE-PRESIDENT
W. W. POTTER, VICE-PRESIDENT
FRED W. SULLIVAN, VICE-PRESIDENT
F. E. CHADWICK, 2ND VICE-PRESIDENT
R. W. WALBEY, SECRETARY
A. A. MILHAUPT, SECRETARY

PORTLAND BRANCH OFFICE
LOYALTY BUILDING
S. W. PARK AVE. AT MORRISON ST.
TELEPHONE ATWATER 7521
PORTLAND, OREGON

July 24, 1943

Mr. R. H. Baldock, State Engineer
Oregon State Highway Commission
Salem, Oregon

Attention: Mr. Carl Y. Smith, Accounting Division

Gentlemen:

I have your letter of July 22nd with reference to the payment on A. C. Suhre contract.

As I wrote you some time ago, we do not wish to make a blanket release of all the money on this contract to Mr. Suhre, but prefer to release the money each month as the estimate is approved.

We do not, however, have any notice of when or how much these estimates are until you have sent them to Suhre for his signature and he has returned them without the assignment being executed.

I believe that we can end all the confusion in this case, if you would send us a copy of the estimate when you first prepare it for Suhre's signature. By the time it is returned by Mr. Suhre, we will have the release from our attorney, Mr. Pausch, and the money can be issued without delay.

With reference to the payment of No. 10, we have not received the draft which we released over a month ago.

You have on file in your department an authorization signed by Mr. Suhre that the drafts in payment of the estimates are to be made payable to Suhre but to be delivered to me. I would appreciate your advising me as soon as possible if this draft was sent to Mr. Suhre direct.

With reference to the release on estimate No. 11, I am sending the letter to Mr. Pausch for execution, and we will have it returned the early part of next week.

NOTED
H. R. GLAISYER

Yours very truly,

ROBERT K. SHIMOIN
Supt. of Claims

RECEIVED
JUL 26 1943
STATE HIGHWAY COMMISSION

RKS/bl

c/c - Mr. H. R. Glaisyer, Secretary
Oregon State Highway Commission

COMMISSIONERS

T. H. BANFIELD, CHAIRMAN
PORTLAND

ARTHUR W. SCHAUPP, MEMBER
KLAMATH FALLS

MERLE R. CHESSMAN, MEMBER
ASTORIA

OREGON
STATE HIGHWAY COMMISSION
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER

C. S. McCULLOUGH
ASSISTANT STATE HIGHWAY ENGINEER

J. M. DEVERS
CHIEF COUNSEL

H. B. GLAISYER
SECRETARY

7-J203

July 22, 1943.

The Metropolitan Casualty Insurance Co. of N. Y.
c/o Robert K. Shimmon, Supt. of Claims
Loyalty Building
Portland, Oregon

Re: A. C. Suhre
Bond S 263916
1 S 51405

Gentlemen:

I enclose for your signature our monthly estimate voucher for Mr. Suhre has returned signed the estimate voucher in his favor in the amount of $4,805.12, covering estimate 11 on contract 2565. He has once again declined to sign the assignment form and, although I understood from your letter of last month that your Company would advise us as to whether or not these monthly estimates were to honor the blanket assignment, we have heard nothing from your Company this month. I am, therefore, requesting your written release of the assignment on this estimate 11.

I would once more call your attention to the confusion and delay caused by this manner of handling the assignment on this contract. Not only from a practical standpoint, but as a matter of courtesy we would greatly appreciate advance information each month as to whether or not that month's estimate was to be paid direct to the contractor or was to be assigned. To be of use to this office such information should reach us by the 10th of each month, and if the assignment is not to be honored such advice should be accompanied by the Company's written release.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By Earl F. Lunch
Accounting Division

CFS:VL
cc: H. B. Glaisyer

NOTED
H. B. GLAISYER

FORM E-123X 10M 6-40

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
HURON W. CLOUGH, MEMBER, CRESWELL
HERMAN OLIVER, MEMBER, JOHN DAY

OREGON
STATE HIGHWAY COMMISSION

R. H. BALDOCK, CHIEF ENGINEER
C. S. McCULLOUGH, ASST. CHIEF ENGINEER
J. M. DEVERS, CHIEF COUNSEL
H. B. GLAISYER, SECRETARY

7-4202

1943

SALEM

IN REPLY PLEASE REFER TO FILE NO.

Mr. A. C. Sahre
Rt. 2, Box 107
Bend, Oregon

Dear Sir:

I enclose for your signature our monthly estimate voucher for $1,805.12 covering Est. 11, Contract 2565. On account of our experience for the last three months, we have made no assignment notation on the voucher itself in connection with the blanket assignment which still stands in connection with the contract.

If you do not desire to complete the assignment of this particular estimate, please sign the voucher form and return it together with the unsigned assignment form accompanying these papers with the written consent of the assignee with the release of the assignment on this particular estimate.

If you do wish to assign this voucher under the blanket assignment, please execute both the voucher form and the assignment form.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By Carl H. Smith
Accounting Division

CHSmPO
cc H. B. Glaisyer

NOTED
H. B. GLAISYER

FORM S-1005 REV 6-49

COMMISSION:
HENRY F. CABELL, CHAIRMAN
PORTLAND
HURON W. CLOUGH, MEMBER
CANYONVILLE
HERMAN OLIVER, MEMBER
JOHN DAY

R. H. BALDOCK, CHIEF ENGINEER
C. S. McCULLOUGH, ASS'T CHIEF ENGINEER
J. M. DEVERS, CHIEF COUNSEL
H. B. GLAISYER, SECRETARY

OREGON
STATE HIGHWAY COMMISSION

SALEM

IN REPLY PLEASE REFER TO FILE NO.

2-4203

Mr. Howard Harpst, Assistant Secretary
[illegible] Casualty Insurance Co. of New York
[illegible] Box 189
[illegible], California

Dear Sir:

We have received your letter of July 2, which letter was a reply to my letter of June 23, concerning the assignment form in connection with Estimate 10, Contract No. 2563, in the amount of $4,324.11.

The Secretary of the Commission informs me today he has just dictated a letter acknowledging receipt of the release of assignment for this particular estimate voucher. So far as our records now stand, the warrant on Estimate 10 will go direct to yourself when issued.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By Carl F. Smith
Accounting Division

CFS:FC
cc H. B. Glaisyer
H. H. Hawks

NOTED
H. B. GLAISYER

July 8, 1943

Mr. Richard Fausch, Assistant Secretary
The Metropolitan Casualty Insurance Co. of New York
220 Bush Street
San Francisco, California

Dear Sir:

I wish to acknowledge and thank you for your letter of July 2, releasing Estimate No. 10, in the amount of $1,324.11, which is payable to A. G. Suhre, dba Sand & Gravel Company, from the provisions of the assignment heretofore given by Mr. Suhre to your company.

I have instructed the auditor to prepare the voucher accordingly and to mail the check direct to Mr. Suhre.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

HSO:MS

June 29, 1943

R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention Carl E. Smith

Re: A. C. Suhre
Bond S 263916
1 S 51405

Dear Sir:

I have your letter of June 29, with reference to the assignment to Mr. Suhre. The Company would prefer not to give release of all assignments at this time, but prefer to release the assignments individualy as the estimates are paid.

With reference to Estimate No. 10, I am asking our Pacific Department's attorney to write us a letter releasing that assignment which will be forwarded to you as soon as possible.

If you will notify me when Estimate No. 11 is made up I will secure a release of that assignment so that you will have it before the estimate is prepared.

Yours very truly,

ROBERT K SHIMKIN
Supt. of Claims

RKS:pm
cc to H. B. Glaisyer

REFERRED TO
Miss Smith
BY SECRETARY
Loes this to a while

RECEIVED
JUN 30 1943
STATE [illegible] COMMISSION

FORM S-1033 (M 6-43)

COMMISSIONERS
T. H. BANFIELD, CHAIRMAN
PORTLAND
ARTHUR W. SCHAUPP, MEMBER
KLAMATH FALLS
MERLE R. CHESSMAN, MEMBER
ASTORIA

OREGON
STATE HIGHWAY COMMISSION
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
C. S. McCULLOUGH
ASSISTANT STATE HIGHWAY ENGINEER
J. M. DEVERS
CHIEF COUNSEL
H. S. GLAISYER
SECRETARY

7-1103

July 1, 1943

The Metropolitan Casualty Ins. Co. of N. Y.
% Robert K. Chipman, Supt. of Claims
Loyalty Building
Portland, Oregon

Re: A. C. Suhre
Bond S 263916
1 S 51405

Gentlemen:

This acknowledges receipt of your reply of June 29th answering my letter of June 23rd concerning the assignment on A. C. Suhre contract No. 2565 estimate 10 which is in the amount of $1,324.11.

You state that your Pacific department will send us a release of assignment for the above mentioned estimate and you suggest that we let you know when future monthly estimates are issued permitting you to advise us as to whether or not that particular monthly voucher should be written up showing the assignment or without the assignment.

Inasmuch as the field estimates come to our office fully checked and ready for vouchering I am only suggest in order to prevent delay that these field estimates reach us between the 10th and the 15th of the month and that it would be very advisable for your monthly letter of advice to reach us not later than the 11th of each month.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By Carl F. Lundt
Accounting Division

CFL:LG
cc H. B. Glaisyer

NOTED
H. B. GLAISYER

Form 2-124 5M 8-42

RECEIVED
JUN 28 1943

COMMISSIONERS
T. H. BANFIELD, CHAIRMAN
PORTLAND
ARTHUR W. SCHAUPP, MEMBER
KLAMATH FALLS
MERLE R. CHESSMAN, MEMBER
ASTORIA

OREGON
STATE HIGHWAY COMMISSION
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
C. B. McCULLOUGH
ASSISTANT STATE HIGHWAY ENGINEER
J. M. DEVERS
CHIEF COUNSEL
H. B. GLAISYER
SECRETARY

7-4:03

June 25, 1943

Mr. L. G. Shinn
Room 2, Box 107
Bend, Oregon
Supt. of Clms. Met. Ins. Co. of N.Y.
Loyalty Building
Portland, Oregon

Dear Sir:

This acknowledges receipt of your signed estimate voucher for $1324.11 covering estimate 10 on contract No. [illegible] in 1943. You failed to sign the assignment form attached to the voucher and I am returning it either for your signature or in case it is not your intention to complete the assignment on this particular estimate then as in previous months a signed written release from the assignee should be sent to this Commission.

In all cases where a blanket assignment has been made we write up our voucher showing the assignment and attaching the necessary blank assignment papers which are required by the Secretary of State for the individual warrants drawn. If no arrangements have been made that these monthly estimates are to continue to be assigned it would be very much appreciated if a release of the assignment could be furnished by the assignee thus eliminating the necessity of this correspondence and delay each month and the possibility of our mailing vouchers after they have been written. In case however no such understanding has been reached [illegible] the possibility of your mailing room [illegible] each month receive either a release of assignment or a month's payment from the assignor [illegible] fact that the assignment form would be [illegible] Thereafter, such service to be rendered [illegible] by estimate vouchers being made up in proper form.

Very truly yours,
R. H. BALDOCK
State Highway Engineer
By Earl K. Smith
Accounting Division

CFS:LC
Encl.
cc Robert K. Shinnen
Superintendent of Claims
Portland Branch of Metropolitan Casualty Ins. Co. of N. Y.
Loyalty Building
Portland, Oregon
H. B. Glaisyer

NOTED
H. B. GLAISYER

CFS:LC
Encl.
cc H. B. Glaisyer

COMMISSIONERS

T. H. BANFIELD, CHAIRMAN
PORTLAND

ARTHUR W. SCHAUPP, MEMBER
KLAMATH FALLS

MERLE R. CHESSMAN, MEMBER
ASTORIA

OREGON
STATE HIGHWAY COMMISSION
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER

C. B. McCULLOUGH
ASSISTANT STATE HIGHWAY ENGINEER

J. M. DEVERS
CHIEF COUNSEL

H. B. GLAISYER
SECRETARY

June 23, 1943

Mr. Robert K. Shimon
Superintendent of Claims
Portland Branch of Met. Cas. Ins. Co. of N.Y.
Loyalty Building
Portland, Oregon

Dear Sir:

I am enclosing a carbon of my letter to A. C. Suhre in connection with estimate 10 on contract No. 2565. This is the third succeeding month in which Mr. Suhre has elected to not complete the necessary assignment form in connection with the blanket assignment given by him to the Metropolitan Casualty Insurance Company of New York in connection with contract No. 2565.

In all cases where a blanket assignment has been made we write up our voucher showing the assignment and attaching the necessary blank assignment papers which are required by the Secretary of State for the individual estimate voucher. If arrangements have been made that these monthly estimates are no longer to be assigned it would be very much appreciated if a general release of the assignment could be forwarded by the assignee thus eliminating the necessity of this correspondence and delay each month and the necessity of altering our estimate vouchers after they have been written. In case however no such understanding has been reached then I would suggest the possibility of your making some arrangement with Mr. Suhre whereby we could each month receive either a release of that particular month's payment from the assignee or definite advice to the effect that the assignment form would be completed by the contractor, such advice to be received in time to permit the monthly estimate voucher being made up in proper form.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By Carl B. Smith
Accounting Division

NOTED
H. B. GLAISYER

CFS:IC
Encl.
cc H. B. Glaisyer

RECEIVED
JUN
FOR-IT
7-4227

June 8, 1943

Mr. Robert K. Shimmin
Supt. of Claims, Portland Branch
The Metropolitan Casualty Ins.Co. of N. Y.
Loyalty Building
Portland, Oregon

Dear Sir:

This acknowledges your letter of June 7, 1943, inclosing a letter from Mr. Richard Pausch, Assistant Secretary, Pacific Department, The Metropolitan Casualty Insurance Company of New York, releasing from the blanket assignment heretofore given by Mr. A. C. Squire, dba Sand & Gravel Company, of Estimate No. 9 in the amount of $1,601.38, and authorizing the Highway Commission to issue this warrant payable direct to Mr. Squire.

We shall be pleased to honor these instructions. The warrant, when received from the Secretary of State, will be delivered to you, by mail, for further handling.

Very truly yours,

[illegible]

MRC:AM

[illegible]

(Mr. Shimmin's and Mr. Pausch's letters filed in contract)

RECEIVED
JUN 8 1943
7-4327

June 8, 1943

Mr. Robert K. Shimmin
Supt. of Claims, Portland Branch
The Metropolitan Casualty Ins.Co. of N. Y.
Loyalty Building
Portland, Oregon

Dear Sir:

This acknowledges your letter of June 7, 1943, inclosing a letter from Mr. Richard Pausch, Assistant Secretary, Pacific Department, The Metropolitan Casualty Insurance Company of New York, releasing from the blanket assignment heretofore given by Mr. A. C. Squire, dba Sand & Gravel Company, of Estimate No. 9 in the amount of $1,601.[illegible], and authorizing the Highway Commission to issue this warrant payable direct to Mr. Squire.

We shall be pleased to honor these instructions. The warrant, when received from the Secretary of State, will be delivered to you, by mail, for further handling.

Very truly yours,

[illegible]

HHG:AM

[redacted]

(Mr. Shimmin's and Mr. Pausch's letters filed in contract)

The Metropolitan Casualty Insurance Company of New York
ORGANIZED 1874

LOYALTY GROUP

PORTLAND BRANCH OFFICE
LOYALTY BUILDING
S. W. PARK AVE. AT MORRISON ST.
TELEPHONE ATWATER 7521
PORTLAND, OREGON

HOWE S. LANDERS, PRESIDENT
WM. B. REARDEN, EXECUTIVE VICE-PRESIDENT
W. W. POTTER, VICE-PRESIDENT
FRED W. SULLIVAN, VICE-PRESIDENT
F. E. CHADWICK, 2ND VICE-PRESIDENT
R. W. WALBEY, SECRETARY
A. A. MILHAUPT, SECRETARY

Z-4203

June 3, 1943

REFERRED TO
H. H. Hawke, Chief Accountant
Please note
return
NOTED
MARTIN A. PUTNAM
JUN 4 1943

Mr. H. B. Gleisyer
Secretary of Oregon State Highway Commission
Salem, Oregon

Re: 1 S 51405
A. C. Suhre DBA Bend Sand
and Gravel Company

Dear Sir:

Thank you for your letter of June 2, If you will please mail the warrant in the amount of $1401.24 to me I will deliver it to Mr. Suhre.
Thank you.

Yours very truly,

Robert K Shimmin

ROBERT K SHIMMIN
Supt. of Claims

RKS:pm

REFERRED TO
Mesrs Hawke Graf
BY SECRETARY
please note and return true
RKS

RECEIVED
JUN 4 - 1943
OREGON
STATE HIGHWAY COMMISSION

The Metropolitan Casualty Insurance Company of New York
ORGANIZED 1874

LOYALTY GROUP

PORTLAND BRANCH OFFICE
LOYALTY BUILDING
S. W. PARK AVE. AT MORRISON ST.
TELEPHONE ATWATER 7521
PORTLAND, OREGON

HOWE S. LANDERS, PRESIDENT
WM. B. REARDEN, EXECUTIVE VICE-PRESIDENT
W. W. POTTER, VICE-PRESIDENT
FRED W. SULLIVAN, VICE-PRESIDENT
F. E. CHADWICK, 2ND VICE-PRESIDENT
R. W. WALBEY, SECRETARY
A. A. MILHAUPT, SECRETARY

W

I-4203

June 3, 1943

REFERRED TO
H. H. Hawke, Chief Accountant
Please note
return
X

NOTED
MARTIN A. PUTNAM
noted JUN 4 1943

Mr. H. B. Gleisyer
Secretary of Oregon State Highway Commission
Salem, Oregon

Re: 1 S 51405
A. C. Suhre DBA Bend Sand
and Gravel Company

Dear Sir:

Thank you for your letter of June 2, If you will please mail the warrant in the amount of $1401.24 to me I will deliver it to Mr. Suhre.
Thank you.

Yours very truly,

Robert K Shimmin

ROBERT K SHIMMIN
Supt. of Claims

PKS:pm

REFERRED TO
Messrs Hawke et al
BY SECRETARY
Please note and return
PKS

RECEIVED
JUN 4 - 1943
OREGON
STATE HIGHWAY COMMISSION

FORM E-123X SM 9-48

COMMISSIONERS
T. H. SANFIELD, CHAIRMAN
PORTLAND
ARTHUR W. SCHAUPP, MEMBER
KLAMATH FALLS
MERLE R. CHESSMAN, MEMBER
ASTORIA

OREGON
STATE HIGHWAY COMMISSION
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
C. B. McCULLOUGH
ASSISTANT STATE HIGHWAY ENGINEER
J. M. DEVERS
CHIEF COUNSEL
H. B. GLAISYER
SECRETARY

June 3, 1943

7-4213

Mr. A. C. Sahre
Route 2, Box 107
Bend, Oregon

Dear Sir:

The Secretary of the Commission has received and is acknowledging receipt of an assignment release from the Metropolitan Casualty Insurance Company of New York covering estimate 8 contract No. 2565. In consequence the assignment matter has been removed from that estimate voucher and it is now in process of final approving for payment. We are now in receipt of your signed estimate voucher for $1,601.18 covering estimate 9 on contract No. 2565. Although you executed the voucher certificate you did not sign the assignment form to the voucher. It is possible that this was merely an oversight. I am accordingly enclosing herewith for your signature our standard assignment form for $1,601.18 covering this estimate 9 requesting that you sign and return the paper to this office. If however it is not your intention to complete the assignment on this estimate it will be necessary that you submit a written release covering the same from the Metropolitan Casualty Insurance Company of New York as the blanket assignment on the contract is still in force. Your prompt attention to this matter in one or the other of the two manners mentioned will be appreciated as we are holding the signed voucher until we are definitely advised of your wishes.

NOTED
H B GLAISYER

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By Carl F. Smith
Accounting Division

CFS:LS
Encl.
cc: H. B. Glaisyer
M. E. Hanke
Metropolitan Casualty Insurance Co. of N. Y.
220 Bush Street, San Francisco, California
Attention: Richard Paunch, Asst. Secretary

(over)

RECEIVED
JUN 4 1943
7-4203

Files

June 2, 1943

The Metropolitan Casualty Insurance Co. of N. Y.
Portland Branch Office
Loyalty Building
Portland, Oregon

Attention: Robert K. Shimmin, Supt. of Claims

Gentlemen:

This acknowledges receipt of your letter of June 1 and the following enclosures: letter from Richard Paunch, Asst. Secretary, Pacific Department, The Metropolitan Casualty Insurance Company of New York, releasing the assignment given by A. G. Suhre to The Metropolitan Casualty Insurance Company of New York in so far as it pertains to Estimate No. 8, in the amount of $1,401.24, being for work performed by Mr. Suhre on state highway contract No. 2565, Redmond Rock Production Project, in Crook & Deschutes Counties; and a letter from A. G. Suhre authorizing delivery of the warrant covering this payment and warrants for subsequent payments under this contract to Robert K. Shimmin.

This appears to be in order and we are today placing the voucher covering Estimate No. 8 in line for payment direct to Mr. Suhre. As requested by Mr. Suhre, however, this payment will be delivered to you. We can mail it to you or you may pick it up, as you prefer. I anticipate that it will be ready to deliver in about ten days or two weeks. Please let me know whether or not you prefer to pick it up.

Mr. Suhre has returned to us in today's mail the voucher covering Estimate No. 9 in the amount of $1,601.15. He signed the voucher but did not sign the assignment form. Perhaps The Metropolitan Casualty Insurance Company of New York will agree to the handling of this payment in the same manner that we are now handling Estimate No. 8. If so, we should have a letter from the company releasing the assignment in so far as it pertains to that particular payment. We will not need another letter from Mr. Suhre because he has authorized us to deliver all future warrants to you direct.

Very truly yours,

HBQ:AM

Secretary

cc - Mr. Richard Paunch
Mr. A. G. Suhre

Mr. M. H. Hawke (See attached page)

(over)

RECEIVED
MAY 24
FOR FILE

May 22, 1943

Mr. Richard Pausch, Asst. Secretary,
The Metropolitan Casualty Ins. Co. of N. Y.
Pacific Department
220 Bush Street
San Francisco, California

Dear Sir:

I have just received your letter of May 20 stating your unwillingness to release the assignment given you by A. C. Suhre.

Under the circumstances, the payment of the current estimate will have to be held up until we hear further from Mr. Suhre. I am writing him again today and trust that the matter can be ironed out satisfactorily shortly. I can assure you that this payment or any other payment in connection with this project will not be made to Mr. Suhre as long as the assignment that he has given to you remains in force and effect.

During my twenty odd years of connection with the Oregon State Highway Commission and in the handling of contractors' assignments, this is the first time that a contractor has refused to sign one of the supplementary assignment forms after he has executed an assignment of all moneys due or to become due him in connection with any particular contract.

If, after making further explanation to Mr. Suhre, he still refuses to sign the supplementary assignment form, I will see what can be done about effecting the payment in some other manner.

Very truly yours,

HEG:AM

Secretary

Mr. Hanes:

Attached hereto is a copy of Mr. Shimmin's letter together with a copy of a letter from Mr. Richard Pausch releasing the Estimate No. 6 from the assignment, and a letter from Mr. Suhre authorizing delivery of the warrant for Estimate No. 6 and subsequent warrants direct to Mr. Shimmin.

H.B.Claiborne

May 22, 1943

Mr. A.C. Suhre
Route 2, Box 107
Bend, Oregon

Dear Sir:

I have just received a letter from Mr. Richard Pausch, Assistant Secretary of The Metropolitan Casualty Insurance Company of New York, Pacific Department, San Francisco, in which he states most emphatically that his company will not consent to the release of the assignment you gave the company in connection with all moneys due or to become due in connection with your contract with the State Highway Commission for furnishing crushed rock on the Redmond Rock Production Project, contract No. 2565.

In view thereof, we are again asking you to sign the supplementary form that was attached to the current estimate voucher, in the amount of $1,401.24. This is a routine matter, Mr. Suhre, and we just can't quite understand why you refuse to comply with the requirements in view of the fact that you have already assigned to The Metropolitan Casualty Insurance Company of New York all moneys due or to become due you in connection with this job. You could hardly expect the State Highway Commission to overlook this assignment and pay you direct. The fact of the matter is the Highway Commission will not do that until the assignment is released by the bonding company, which the company states it will not do until your obligations to the company have been satisfied. We do not know what these obligations are, neither do we know what arrangements you have made to take care of them, other than the assignment that you have given the company, which we have on file in our records.

If you do not sign the assignment form that was attached to the current voucher, it will mean the tying up of the funds by the Highway Commission for an indefinite period which I do not believe you would approve. The Highway Commission is ready and willing to make this payment at once and is asking you to reconsider your previous decision.

For your convenience I am inclosing an assignment form that has been prepared for you to assign the current estimate of $1,401.24 to The

Metropolitan Casualty Insurance Company of New York. Please sign this and return it to me at your earliest convenience so that the payment can be effected without further delay.

Very truly yours,

HRG:AM

Secretary

cc - H. H. Hanks

The Metropolitan Casualty Insurance Company of New York
ORGANIZED 1874

LOYALTY GROUP

PACIFIC DEPARTMENT
220 BUSH STREET,
SAN FRANCISCO, CAL.

HOWE S. LANDERS, PRESIDENT
WM. B. REARDEN, EXECUTIVE VICE-PRESIDENT
W. W. POTTER, VICE-PRESIDENT
FRED W. SULLIVAN, VICE-PRESIDENT
F. E. CHADWICK, 2ND VICE-PRESIDENT
R. W. WALBEY, SECRETARY
A. A. MILHAUPT, SECRETARY

May 20, 1943

Mr. H. B. Glaisyer, Secretary
Oregon State Highway Commission
Salem, Oregon

A. C. SUHRE - 1 S 51405

Dear Mr. Glaisyer:

We acknowledge your letter of May 18.

We will not, under any circumstances, release the assignment.

When our assignment, on the form provided by you, was executed by Mr. Suhre and duly filed, we believed that no further procedure was necessary except the issuance of checks in payment of estimates and retained percentage. It now appears that you make the further requirement that Mr. Suhre must execute an additional assignment and also a voucher in order that the current estimate may be paid to our company. This procedure we are unable to understand; our assignment covers all money due or to become due under the contract and we are empowered to sign receipt for and receive any warrants drawn by the Treasurer. Will it not be possible to forward us your remittance in the amount of $1401.24 without requiring the execution of any further documents by Mr. Suhre?

We might add that Mr. Suhre's statement to the effect that other money has been assigned to pay obligations is not entirely correct. We have received approximately $400.00, being the proceeds of assignments of certain accounts receivable and it is possible that further funds will be received from the same sources. However, the outstanding obligations for which we are probably liable under the bond exceed the sum of $5000.00 and under these circumstances we are not going to relinquish any of our rights as surety.

We await your further advices.

ANSWERED
H. B. GLAISYER

Yours very truly,

Richard Pardee
Assistant Secretary

RP:PD:MET.

RECEIVED
MAY 22 1943
STATE HIGHWAY COMMISSION

BUY WAR SAVINGS BONDS AND STAMPS

7-4203

May 13, 1943

Mr. A. C. Suhre
dba Bend Sand and Gravel Company
Route 2, Box 109
Bend, Oregon

Dear Sir:

This acknowledges your letter of the 13th instant, directed to the attention of Carl F. Smith, regarding Estimate Voucher No. 8, in connection with your contract with the State Highway Commission for the Redmond Rock Production Project.

It is noted that you do not wish this payment to be made to the Metropolitan Casualty Insurance Company because you feel that your obligation to the company has been satisfied. This puts the Highway Commission in the position of not being able to pay the amount of the estimate to anyone, until certain conditions have been satisfied.

You originally gave the Metropolitan Casualty Insurance Company a blanket assignment of all moneys due or to become due in connection with this job. The Metropolitan Casualty Insurance Company has not notified us that the purpose of the assignment has been satisfied, so we have no alternative but to keep the assignment in full force and effect. We cannot pay you the amount of the estimate until the bonding company cancels the assignment, and we cannot pay the amount to the Metropolitan Casualty Company until you have signed the form assigning to the company the amount of the current estimate. Accordingly, the state's money is tied up until you have adjusted your differences with the Metropolitan Casualty Insurance Company.

The State Highway Commission is ready and willing to pay the estimate, and will be pleased to expedite delivery of the warrant to the proper party as soon as the Commission knows to whom the warrant should be sent.

I am directing a letter to the Metropolitan Casualty Insurance Company today, a copy of which is enclosed.

Very truly yours,

Secretary

HBC:RS

cc - M. M. Hamlin

May 18, 1943

Mr. Richard Paasch, Asst. Secretary
The Metropolitan Casualty Insurance Co. of N. Y.
220 Bush Street
San Francisco, California

Gentlemen:

This letter is to inform you as surety on the bond furnished by Mr. A. C. Suhre, dba Bend Sand and Gravel Company, for the furnishing of crushed gravel in connection with the Redmond Rock Production Project, contract No. 2565, that the Oregon State Highway Commission is now ready to pay Estimate No. 8, in connection with this job. This estimate is in the amount of $1,401.24 and represents the amount due for work performed during the period November 10, 1942, to April 10, 1943.

Our voucher to effect this payment was submitted some time ago to Mr. A. C. Suhre. Attached thereto was an assignment form, assigning the full amount of the voucher to the Metropolitan Casualty Insurance Company, in conformity with previous understanding and according to the blanket assignment on file in this office. Mr. Suhre was asked to execute the assignment form as well as the voucher, and it was our intention to mail the warrant direct to you when received from the Secretary of State.

We are now in receipt of a letter from Mr. Suhre stating that it is not his intention to assign this estimate to the Metropolitan Casualty Insurance Company, because he previously "consigned" to the Metropolitan Casualty Insurance Company "**enough other money outside of any of the state estimate, to pay our obligations***".

Mr. Suhre also advised that he has paid off all of his obligations with the exception of certain claims which were to have been paid by you with the moneys that he forwarded to you.

We have no way of checking Mr. Suhre's statements and have no reason to doubt them. Our position is this: we are ready and willing to pay the estimate that is now due, but we cannot make such payment unless Mr. Suhre will sign the assignment form for this particular estimate, which is in accordance with the standard practice, or unless the Metropolitan Casualty Insurance Company will consent to the release of the assignment heretofore executed.

If you will cancel this assignment it will enable us to expedite the payment to Mr. Suhre, and we will then mail the warrant to him direct. Otherwise, it will be necessary for us to hold up payment until you and Mr. Suhre have ironed out your differences.

Very truly yours,

ANSWERED
H. B. GLAZIER

Secretary

WSG:MB

cc - Mr.A. C. Suhre
dba Bend Sand and Gravel Company
Route 2, Box 109
Bend, Oregon

cc - M. H. Hawke

A. C. Suhre, Prop. Phone 17-F-21

Bend Sand And Gravel Co.

Washed, Cleaned, Graded

Sand - CRUSHED ROCK - Gravel

ROUTE 2, BOX 109
BEND, OREGON

May 13, 1943

Oregon State Highway Commission
R.H. Baldock State Highway engineer
Salem, Oregon

Attention Carl F. Smith:

ANSWERED
H. B. GLAISYER

Dear Sir:

In reply to your letter of May 11th. the only reason we can give for not returning the voucher certificate was the fact the assignment form being attached, it was not our intention to consign the estimate to the Metropolitan Casualty Ins. Co.

At the time we moved back here to our home location to finish the contract, for the Highway Commission, we consigned to them enough other money outside of any of the state estimate, to pay our obligations, and to this date any money they have collected has not been paid to our creditors, Meantime we have paid off all the obligations with the exseption, of the money they now have in their posetion, Also have all current obligations cared for, also might add we are finicially able to take care of all expenses, to finish the State contract without the estimate we do not feel it neccessary to give them the money as long as they are just merelyholding it there.

In other words if they do not either pay or release to us, that we might pay off the money they now hold we will pay it off our selves, and the fact that they have had the money in their hands two months shows they are not in any hurry to help our credit any and you might be assured if we had collected this money at the time they did, or at the timeit was due, no one could say we owed them now.

We realize tis is bothering you you witha lot of explanations that you will probally feel you do not care to be bothered with, but this is our first experience of this kind, and do not ~~know~~ just exactly know what the really legal transaction should be, we have tried to give you this explanation in order that you might understand why we did not return voucher certificate. However Mr Suhre has decided to sign the Voucher certificate and return to you and leave the consignment paper unsigned until we can get some advice from you or show you and the Metropolitan Casualty Co. we have all obligations taken care of.

Hoping this will not cause you any inconvience, nor the Metropolitan people, and assuring you it is not causing us any inconvience.

We are very truly yours
A.C. Suhre by Mrs A.C. Suhre (bookkeeper)

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FOR FILING

7-4203

April 19, 1943

Mr. Richard Pausch, Asst. Secretary
The Metropolitan Casualty Ins. Co. of N. Y.
220 Bush Street
San Francisco, California

Dear Sir:

In reply to your letter of April 16, which I have just received, wish to say that the warrants covering future payments to A. C. Suhre, dba Bond Sand and Gravel Company, will be mailed to you direct in conformity with the provisions of the assignment given you by Mr. Suhre.

Very truly yours,

HBG:AM

Secretary

The Metropolitan Casualty Insurance Company of New York
ORGANIZED 1874

LOYALTY GROUP

PACIFIC DEPARTMENT
220 BUSH STREET,
SAN FRANCISCO, CAL.

HOWE S. LANDERS, PRESIDENT
WM. B. REARDEN, EXECUTIVE VICE-PRESIDENT
W. W. POTTER, VICE-PRESIDENT
FRED W. SULLIVAN, VICE-PRESIDENT
F. E. CHADWICK, 2ND VICE-PRESIDENT
R. W. WALBEY, SECRETARY
A. A. MILHAUPT, SECRETARY

April 16, 1943

Mr. H. B. Glaisyer, Secretary
Oregon State Highway Commission
Salem, Oregon

A. C. SUHRE - 1 S 51405

Dear Mr. Glaisyer:

I assume the statement in your letter of April 14 to the effect that warrant will be mailed to Mr. Suhre in about two weeks is inadvertent. We call your attention to the assignment running to our company and also to your letter of March 1 in which you stated that future payments will be mailed direct to our company.

We, therefore, assume that warrant for the next estimate will be mailed to this office within the next two weeks.

Yours very truly,

Richard Pausch
Assistant Secretary

RP:PD:MET.

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APR 19 1943
STATE HIGHWAY COMMISSION

BUY WAR SAVINGS BONDS AND STAMPS

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7:4203

April 14, 1943

Mr. Richard Pausch, Asst. Secretary,
The Metropolitan Casualty Ins. Co. of N. Y.
220 Bush Street
San Francisco, California

Dear Sir:

Reply is made to your letter of April 12 inquiring as to when the next estimate will be payable to A. C. Suhre in connection with his contract with the State Highway Commission for the Redwood Rock Production Project, contract No. 2565.

The next payment to Mr. Suhre will be for work performed to April 10. The estimate was just received this afternoon from our Field Engineer and has not as yet been checked so I am not in position to state how much the payment will amount to. I anticipate that the warrant will be ready to mail to Mr. Suhre in about two weeks as it takes about that length of time to audit the claim and secure the warrant from the Secretary of State.

Very truly yours,

KEO:AM

Secretary

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BUY WAR SAVINGS BONDS AND STAMPS

The Metropolitan Casualty Insurance Company of New York
ORGANIZED 1874

LOYALTY GROUP

PACIFIC DEPARTMENT
220 BUSH STREET,
SAN FRANCISCO, CAL.

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WM. B. REARDEN, EXECUTIVE VICE-PRESIDENT
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FRED W. SULLIVAN, VICE-PRESIDENT
F. E. CHADWICK, 2ND VICE-PRESIDENT
R. W. WALBEY, SECRETARY
A. A. MILHAUPT, SECRETARY

April 12, 1943

Mr. H. B. Glaisyer
Secretary
Oregon State Highway Commission
Salem, Oregon

A. C. SUHRE - 1 S 51405

Dear Mr. Glaisyer:

I will appreciate your advising when it is anticipated that the next estimate will be payable.

Yours very truly,

Richard Rausch
Assistant Secretary

RP:PD:MET.

REFERRED TO
Miss Hanson
BY SECRETARY
per our chat you can do this

ANSWERED
H. B. GLAISYER

RECEIVED
APR 13 1943
OREGON
STATE HIGHWAY COMMISSION

BUY WAR SAVINGS BONDS AND STAMPS

March 9, 1943

Mr. Richard Pausch, Attorney,
The Metropolitan Casualty Ins.Co. of N. Y.
220 Bush Street
San Francisco, California

Dear Sir:

Reply is made to your letter of March 5, 1943, concerning the operations of A. C. Suhre, dba Sand Sand and Gravel Company.

Our records disclose that no monthly estimates for work performed in connection with this job have been received in this office since the one dated November 10, 1942. According to this estimate, the contractor had earned, at that time, the amount of $14,747.54. Our retained percentage was $1,420.24, leaving a balance of $13,327.30 which was actually paid to Mr. Suhre.

According to the last report received from the Resident Engineer, dated March 6, 1943, Mr. Suhre had completed re-establishment of his plant and had just resumed operations the previous day.

Very truly yours,

Secretary

HBG:AM

The Metropolitan Casualty Insurance Company of New York
ORGANIZED 1874

LOYALTY GROUP

PACIFIC DEPARTMENT
220 BUSH STREET,
SAN FRANCISCO, CAL.

HOWE S. LANDERS, PRESIDENT
WM. B. REARDEN, EXECUTIVE VICE-PRESIDENT
W. W. POTTER, VICE-PRESIDENT
FRED W. SULLIVAN, VICE-PRESIDENT
F. E. CHADWICK, 2ND VICE-PRESIDENT
R. W. WALBEY, SECRETARY
A. A. MILHAUPT, SECRETARY

March 5, 1943

Mr. H. B. Glaisyer, Secretary
State Highway Commission
Salem, Oregon

A. C. SUHRE DBA REED SAND & GRAVEL CO.
1 S 51405

Dear Mr. Glaisyer:

Thank you for your letter of March 1.

From the reports in your office, can you advise whether Suhre is going forward with the contract and approximately how much work has been completed since the last estimate was prepared?

Yours very truly,

Richard Rusch
Attorney

RP:PD:MET.

REFERRED TO
Miss Monson
BY SECRETARY
for the information file

ANSWERED
H. B. GLAISYER

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MAR 8 - 1943
STATE HIGHWAY COMMISSION

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FOR FILING
7-4203

March 1, 1943

The Metropolitan Casualty Insurance Co. of N. Y.
Loyalty Building
S. W. Park Ave. at Morrison St.
Portland, Oregon

Attention: Robt. K. Shimmin, Supt. of Claims

Gentlemen:

This acknowledges your letter of February 27, 1943, transmitting two executed copies of the assignment given to the Metropolitan Casualty Insurance Company of New York by A. G. Sahre, dba Reed Sand and Gravel Company. This assignment covers all moneys due or to become due Mr. Sahre in connection with his contract No. 2565 for the furnishing of crushed rock in stock piles for the McKenzie, Ochoco, The Dalles-California, and Redmond-Bend Highways, in Crook and Deschutes Counties, under the heading Redmond Rock Production Project.

This assignment appears to be in proper form and we shall be pleased to honor the same. Future payments in connection with this contract will be mailed direct to The Metropolitan Casualty Insurance Company of New York, attention Richard Paussa, attorney, San Francisco.

Very truly yours,

HBG:AM Secretary

NOTED
A. L. MONSON

cc - Mr. Richard Paussa, attorney,
The Metropolitan Casualty Ins.Co.of N.Y.
220 Bush Street
San Francisco, California

cc - Mr. H. H. Hawke

Mr. Hawke:

Attached is an executed copy of the assignment for your records and files. I am filing the original of the same in the contract.

H.B.G.

The Metropolitan Casualty Insurance Company of New York
ORGANIZED 1874

LOYALTY GROUP

PORTLAND BRANCH OFFICE
LOYALTY BUILDING
S. W. PARK AVE. AT MORRISON ST.
TELEPHONE ATWATER 7521
PORTLAND, OREGON

HOWE S. LANDERS, PRESIDENT
WM. B. REARDEN, EXECUTIVE VICE-PRESIDENT
W. W. POTTER, VICE-PRESIDENT
FRED W. SULLIVAN, VICE-PRESIDENT
F. E. CHADWICK, 2ND VICE-PRESIDENT
R. W. WALBEY, SECRETARY
A. A. MILHAUPT, SECRETARY

February 27, 1943

Oregon State Highway Commission
Salem, Oregon

ATTENTION: H.B. Glaisyer, Secretary

Dear Sir: Re: Bond S 263916
Bend Sand & Gravel Co.

In accordance with your letter of February the 11th to Mr. Richard Pausch, our attorney at San Francisco, I am attaching hereto the original and one copy of the Assignment of Claim which has been signed by Mr. Suhre. Will you please put the Assignments on file and make all payments to Mr. Pausch's office in San Francisco.

Yours very truly,

Robert K. Shimmin
Supt of Claims

RKS:lf
encl.

RECEIVED
MAR 1 - 1943
COMMISSION

REFERRED TO
BY SECRETARY

February 11, 1943

Mr. Richard Pausch, Attorney,
The Metropolitan Casualty Insurance
Company of New York
220 Bush Street
San Francisco, California

Dear Sir:

I have just received your letter of February 8, 1943, requesting that further payments to A. C. Suhre, dba Sand Sand and Gravel Company, be sent directly to your company for disbursal in accordance with the provisions of Mr. Suhre's application to your company for a contract bond, a photostatic copy of which was inclosed.

Contrary to your assumption, the assignment of claim form that I sent you in my previous letter is the only form of assignment that will be recognized by the Oregon State Highway Commission; so if The Metropolitan Casualty Insurance Company of New York wishes to control the disbursement of the funds earned by the contractor in connection with his contract, #el 2365, with the Oregon State Highway Commission, it will be necessary that this form of assignment be executed.

Believing that you wish the estimate warrants mailed to you direct, I have prepared and am inclosing in this letter an assignment of claim, in quadruplicate, from A. C. Suhre, dba Sand Sand and Gravel Company, to The Metropolitan Casualty Insurance Company of New York. These should be signed by Mr. Suhre and the original and one other copy returned to this office. Upon receipt of the two copies, we will be pleased to mail direct to you future warrants in connection with this job. In the meantime, the auditor is being instructed to withhold future payments on this job until authorized to release them.

It will be appreciated if this matter may be expedited so as to avoid delay in making the monthly payments when they are due.

Very truly yours,

HEGeAH
cc - Auditor

Secretary

1

The Metropolitan Casualty Insurance Company of New York
ORGANIZED 1874

LOYALTY GROUP

PACIFIC DEPARTMENT
220 BUSH STREET.
SAN FRANCISCO, CAL.

HOWE S. LANDERS, PRESIDENT
WM. B. REARDEN, EXECUTIVE VICE-PRESIDENT
W. W. POTTER, VICE-PRESIDENT
FRED W. SULLIVAN, VICE-PRESIDENT
F. E. CHADWICK, 2ND VICE-PRESIDENT
R. W. WALBEY, SECRETARY
A. A. MILHAUPT, SECRETARY

February 8, 1943

Mr. H. B. Glaisyer, Secretary
Oregon State Highway Commission
Salem, Oregon

A. C. SUHRE DBA BEND SAND & GRAVEL CO.
1 S 51405

Dear Mr. Glaisyer:

Thank you for your letter of February 5.

The form of assignment enclosed with your letter is apparently intended for use in connection with an account or claim and not for an assignment of unpaid estimates and retained percentage on a contract.

In any event, we enclose photostatic copy of application and indemnity agreement executed by our principal and call your attention to the assignment of deferred payments, retained percentage and extras as follows:

"That in further consideration of the execution of said bond, the undersigned hereby assigns, transfers and conveys to the Company all the deferred payments and retained percentages, and any and all moneys and properties that may be due and payable to the undersigned at the time of any breach or default in said contract, or that thereafter may become due and payable to the undersigned on account of said contract, or on account of extra work or materials supplied in connection therewith, hereby agreeing that such money, and the proceeds of such payments and properties shall be the sole property of the Company and to be by it credited upon any loss, cost, damage, charge and expense sustained or incurred by it under said bond."

We believe this assignment will be sufficient for your purposes, and we ask that pursuant thereto all future payments under the contract, including deferred payments, retained percentages and extras be made to our company. We will, of course, see that the money is disbursed solely in connection with the prosecution of the work and the payment of outstanding bills.

We might add that in bringing this assignment to your attention, we are not directly or indirectly assuming completion of the contract, as surety, our sole purpose being to exercise the necessary control to see that

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OREGON
STATE HIGHWAY COMMISSION

the remaining contract price is not used for purposes other than the completion of the contract and the payment of obligations in connection therewith.

An early reply will be appreciated.

Yours very truly,

Richard Pearson
Attorney

RP:PD:MET.
Encs.

(10M 4-57)

J. SCOFIELD ROWE, PRESIDENT

THE METROPOLITAN CASUALTY INSURANCE CO. OF NEW YORK

HOME OFFICE, 55 FIFTH AVENUE

S-263916

APPLICATION FOR CONTRACT BOND

CAUTION! Applicants must give full data under each of the following heads. ATTACH COPY of ADVERTISEMENT FOR BIDS, COPY OF CONTRACT and SUBMIT CONCURRENTLY HEREWITH DETAILED FINANCIAL STATEMENT ON COMPANY'S FORM F. & S. 62. It is understood and agreed that financial statement submitted with this application and attached hereto is hereby made a part hereof as fully as if written herein. Care in the proper submission of this application and accompanying data will expedite issuance of Bond.

Full name of applicant A. C. Subra d/b/a Bend Sand & Gravel Co. Age

Business address Rt. 2, Box 107, Bend, Oregon
(Street, City and State)

If a co-partnership, give following particulars:

NAMES OF PARTNERS	ADDRESS	AGE

If a corporation, answer these questions:

In what State incorporated? When incorporated? Principal office

What officers under your charter are authorized to sign a sealed instrument of writing, binding on the corporation?

Amount of Bond? Bid $ Construction $ 18,936.49 Maintenance $

Contract price, $ 18,936.49
If contract price is per unit of measure, so state and give probable total of Contract.

To whom given? Give full name and business address. If to a corporation, give exact corporate title.
State of Oregon for the State Highway Commission

Nature of Contract Furnishing 12,500 Cu. Yds. Crushed Gravel in Stockpiles for the Redmond Rock Production Project.

Term of maintenance or guarantee period none Percentage reserved therefor

Nature and value of work to be maintained or guaranteed

Are payments to be made in cash? yes If not wholly in cash, in what manner?

Percentage reserved from payments until completion 10%

Date work is to be commenced at once Completed Aug. 31, 1942

Penalty for non-completion at above date not stated Premium for completion before above date

Have you ever had your application for Contract Bond declined by any Company? Ans. no

Have you applied elsewhere for this Bond? If so, with what result? no

What other surety companies have you dealt with? United Pacific Ins. Co.

How long have you been engaged in contracting work? 6 years

What other similar contracts have you completed ON YOUR OWN ACCOUNT? 400 yds. Highway Dept. 1941, 2700 yds. to U.S.Bur. of Reclamation 1941; 500 yds. Deschutes Co. 1941.

Have you purchased the materials needed for this contract, and within your estimates? except fence materials

How are deliveries assured to you?

With what bank have you arranged a loan for the purpose of handling this contract? Bend Branch 1st. Natl. Bank

What is the amount of such loan? $1000 revolving fund

What security, if any, has the bank required for the loan? none required

When and how must you repay the loan? as payments are received on contract

Have you assigned or will you assign your payment on this contract, or any part thereof? no

Is your present plant sufficient for this contract? no If not, state what needed and expenditure necessary.
power shovel to be rented from Prinville Sand & Gravel Co.

Are you having ANY controversy with ANY one over ANY contract or payment of labor or material bill on ANY contract? no

IN CONSIDERATION of the execution of said bond by THE METROPOLITAN CASUALTY INSURANCE COMPANY OF NEW YORK (hereinafter called the Company), the undersigned hereby covenants with the Company, its successors and assigns:

To pay to the Company in advance a premium or premiums of $.....for the bid or proposal bond (the same to be credited on the premium for the faithful performance bond), and a premium of $172.02 being computed at the rate of $7.50 per thousand dollars of the { ~~bond~~ / contract } amount stated above for the { term of two years or fraction thereof, / first year or fraction thereof } and an additional premium of $none at the rate of $.....per thousand dollars of the { bond / contract } amount stated above, annually in advance thereafter, until the Principal shall have served upon THE METROPOLITAN CASUALTY INSURANCE COMPANY OF NEW YORK, at its office in the City of New York, competent legal written evidence of its discharge from such suretyship and from all liability by reason thereof. Should the contract exceed the amount stated herein, the Principal agrees to pay to THE METROPOLITAN CASUALTY INSURANCE COMPANY OF NEW YORK as excess, or additional premium, a further sum calculated at the same rate per thousand dollars for such excess contract amount. If the contract or specification carries a guaranty or maintenance provision extending the bond beyond acceptance of the work, or if the bond applied for herein is one to guarantee the maintenance, the said Principal agrees to pay in advance and in addition to above consideration premium or charge, a maintenance premium or charge of $.....for the entire term thereof, said maintenance premium being computed at the rate of $.....per thousand dollars of the { bond / contract } amount per annum.

It is understood that, if the foregoing Premium Agreement be not completed, the undersigned shall pay to the Company in Advance:

a. For bid or proposal bonds, Five ($5.00) Dollars.

b. For all bonds other than bid, proposal or maintenance bonds, a premium at the rate of Fifteen ($15.00) Dollars per thousand per annum computed on the Contract Amount.

c. For all maintenance bonds, a premium at the rate of Three ($3.00) Dollars per thousand per annum computed on the Contract Amount.

To furnish to the Company upon request, the complete figures showing the full amount of contract herein referred to, or the Company may, at its option, apply to the obligee for such information, which the obligee is hereby authorized to furnish, and the Company is authorized to inspect the books of the undersigned relating thereto, for the purpose of ascertaining the correct amounts.

That in the event the Company executes said bond with Co-sureties or reinsurers any portion of said bond with Reinsuring Companies, or procures the execution of said bond, the undersigned agrees that all of the terms and conditions of this agreement shall apply and operate for the benefit of the Company, the Co-sureties, the Reinsuring Companies and the procured sureties, as their interests may appear.

That the undersigned will at all times indemnify and keep indemnified, the Company, and hold and save it harmless from and against any and all liability, damages, loss, costs, charges and expenses of whatever kind or nature, including counsel and attorney's fees, which the Company shall or may, at any time, sustain or incur by reason or in consequence of having executed the bond herein applied for, or by reason or in consequence of the execution by the Company of any and all other bonds executed, for us at our instance and request, and that we will pay over, reimburse and make good to the Company, its successors and assigns all sums and amounts of money which the Company or its representatives shall pay, or cause to be paid, or become liable to pay, on account of the execution of any such instrument, and on account of any liability, damage, costs, charges and expenses of whatsoever kind or nature, as well, also, in connection with any litigation, investigation, collecting any premium due or losses sustained or other matters connected therewith, including counsel and attorney's fees, such payment to be made to the Company as soon as it shall have become liable therefor, whether the Company shall have paid said sum or any part thereof or not. That in any accounting which may be had between the undersigned and the Company, the Company shall be entitled to credit for any and all disbursements in and about the matters herein contemplated; made by it in good faith under the belief that it is or was liable for the sums and amounts so disbursed, or that it was necessary or expedient to make such disbursements, whether such liability, necessity, or expediency existed or not.

That in the event of the failure of the undersigned to comply with or make due performance of any covenant hereof, the Company may at any time thereafter take such steps as it may deem necessary or proper to obtain its release from all liability under any and every such bond, and to secure and further indemnify itself against loss and all damage and expense which the Company may sustain or incur, or be put to in obtaining such release, or in further securing itself against loss, shall be borne and paid by the undersigned.

That for the better protection and security of the Company, the undersigned, as of the date hereof, hereby assigns, transfers and conveys to the Company, all the right, title and interest of the undersigned in and to all the supplies, tools, plant, equipment and materials of every nature and description that he or it may now or hereafter have upon said work, or in, or on, about the site thereof, and also all materials purchased for or chargeable to the said contract which may be in process of manufacture or construction, or in transportation, or in storage elsewhere, and also all his or its rights in and to all subcontracts relating to said work which have been or may hereafter be made, together with the materials embraced therein, and as well all the rights, title and interests of the undersigned in and to all bonds executed to the undersigned securing the performance by said subcontractors of such subcontracts, hereby subrogating said Company to all such rights, title and interests of the undersigned therein; and the undersigned does hereby authorize and empower the Company, its authorized agents or attorneys, to enter upon and take possession of said supplies, tools, plant, equipment, materials, and subcontracts, and enforce, use and enjoy the title thereto and the possession thereof in the event of any default on the part of the undersigned in the performance of the contract hereinabove referred to or in the payment of the premiums above mentioned.

That in further consideration of the execution of said bond, the undersigned hereby assigns, transfers and conveys to the Company all the deferred payments and retained percentages, and any and all moneys and properties that may be due and payable to the undersigned at the time of any breach or default in said contract, or that thereafter may become due and payable to the undersigned on account of said contract, or on account of extra work or materials supplied in connection therewith, hereby agreeing that such money, and the proceeds of such payments and properties shall be the sole property of the Company and to be by it credited upon any loss, cost, damage, charge and expense sustained or incurred by it under said bond.

That in the event the Company is required to reserve from its assets an amount to cover any contingent claim or claims under the bond herein applied for, by reason of default of the undersigned, abandonment of contract, liens filed, dispute with the owner or obligee, or for any other reason whatsoever, the undersigned hereby covenants and agrees immediately on demand to deposit with the Company, in current funds, an amount sufficient to cover any such contingent claim or claims, as a trust fund or collateral security, to be held by the Company as indemnity on the bond herein applied for, in addition to the indemnity afforded by this instrument; and if the Company is required to enforce performance of this covenant by action at law or in equity, the costs, charges and expenses, including counsel or attorney's fees, which it may thereby incur, shall be included in such action and paid by the undersigned.

[redacted] ANY mechanics' liens filed [redacted] ANY of your work anywhere? NO

Are there any judgments against you? NO

Have you ever failed in business? NO

Are you threatened with any law suits? NO

Are you interested in more than one line of business? NO

If so, give particulars

Portions of Contract herein applied for will be Sublet as follows:

NAME OF SUBCONTRACTOR	AMOUNT OF SUBCONTRACT	DESCRIPTION OF WORK TO BE SUBLET	SURETY FOR PERFORMANCE & PAYMENT LABOR/MATERIAL BILLS ON SUBS
1.			
2.			
4.			
5.			

THE FOLLOWING OTHER BIDS WERE SUBMITTED on Contract herein applied for:

NAME AND ADDRESS OF OTHER BIDDER	AMOUNT BID	NOTE HEREUNDER ANY SPECIAL EXPLANATION OF DIFFERENCE IN BIDS
1. E. C. Hall, Eugene, Ore.	$22,260.00	
2. Babler Bros., Portland, Ore.	23,075.00	
3.		
4.		
5.		
6.		

STATUS OF UNFINISHED CONTRACTS ON HAND

Description of Contract	Total Contract Amount	Completed Portion Per Engineer's Last Estimate	Probable Completion Date	Is Progress Satisfactory to Date?	Name of Surety
1.					
2.					
3.					
4.					
5.					
6.					

That the undersigned further authorizes and empowers any attorney in any court of the United States on behalf of the Company, to appear for the undersigned, and confess judgment against the undersigned, for any sum or sums of money up to the amount of the bond executed by the Company upon the faith and security afforded by the undersigned under this agreement with costs, interest and counsel or attorney's fees; this authority to continue until the Company's liability under this bond shall have wholly terminated. Whenever the laws of any State shall provide a method for confession of judgment to which the authority hereby given will not apply, the undersigned further agrees to execute upon the Company's demand such papers as will carry into effect the entry of judgment by confession as above agreed against the undersigned.

That no act or omission of the Company, in modifying, amending, limiting, or extending any instrument executed by the Company, shall in any wise affect the undersigned's liability hereunder and the undersigned agrees that the Company may alter, change, modify, amend, limit, or extend any instrument, and may execute renewals thereof, or other and new obligations in its place, or in lieu thereof, and without notice to the undersigned, notice being expressly waived, and in any such case, the undersigned shall be liable to the Company as fully and to the same extent on account of any such altered, changed, modified, amended, limited or extended instrument, or such renewals thereof, or other or new obligations in its place or in lieu thereof, as fully as if such instrument were described at length herein.

That it shall not be necessary for the Company to give the undersigned notice of any act, fact or information coming to the notice or knowledge of the Company concerning or affecting its rights or liability under any such instrument by it so executed, or the undersigned's rights or liabilities hereunder, notice of all such being hereby expressly waived.

That these covenants and also all collateral security, if any, at any time deposited with the Company concerning the said bond or any other former or subsequent bonds, executed for the undersigned or at its instance, shall, at the option of the Company, be available in its behalf and for its benefit as well concerning the bond or undertaking hereby applied for, as also concerning all other former or subsequent bonds and undertakings executed for us or for others at our request.

That the Company shall have the exclusive right for itself, and for the undersigned, to decide and determine whether any claim, demand, liability, suit, action, order, judgment on adjudication, made or brought against the Company and principal on said bond, jointly or severally, shall or shall not be defended, tried or appealed, and its decision shall be final, conclusive and binding upon the undersigned, and any order, judgment or adjudication made, entered or affirmed as a result thereof, or any loss, cost, charge, expense or liability thereby incurred, sustained or paid, shall be borne by the undersigned, and the undersigned especially consents thereto.

That the Company reserves the right to decline to issue the bond for which application is hereby made, and that no claim may be made against the Company in consequence of its failure to execute such bond; nor shall any claim be made in case the bond executed, be not accepted by or on behalf of the obligee.

Dated at Bend, Oregon this 28th day of March, 1942

WITNESS

BEND SAND AND GRAVEL COMPANY
(Applicant)

By A C Suhre
(Officer's name and title if applicant be a corporation)

Note.—If a copartnership, firm name must be signed, also name of individual who signs. If corporation, corporate name must be signed in full, with the officer's name and title on line below.

In consideration of THE METROPOLITAN CASUALTY INSURANCE COMPANY OF NEW YORK executing the bond herein applied for, the undersigned join in the aforegoing indemnity agreement, hereby assuming full liability thereunder, and agree to become bound by all the covenants, provisions and conditions set forth therein; and, if a corporation, admits it is financially interested in the performance of the obligation which the bond applied for is given to secure, and asserts it is fully empowered to obligate itself hereby.

.....Witness. .....(SEAL)

.....Witness. .....(SEAL)

.....Witness. .....(SEAL)

RECEIVED
APR 6 1942
M. SULLIVAN

Personally Comes A C SUHRE

who upon oath says that the answers to the questions contained in this application are true to his own knowledge.

Sworn and Subscribed to before me this 1st *day* of APRIL, 1942

Comm exp 11-5-45
Notary Public

(NOTARY SEAL)

RECEIVED
FEB 11 1943
FOR FILING

7-4203

Salem, Oregon
February 10, 1943

Mr. H. L. Chandler
Highway Division Engineer
1290 Hall Street
Bend, Oregon

Dear Sir:

For your information, we are sending herewith a copy of the agreement which has been entered into with A. C. Sabre, supplemental to the Federal Seed Production Contract, Contract 2565.

The agreement provides for certain changes in stock pile locations and in the sources from which the materials are to be produced.

Very truly yours,

H. E. BALDOCK
Chief Engineer

By

E. E. Probert
Office Engineer

EEP:HH

cc to H. C. Smith
A. A. Fossum

Encl.

RECEIVED
FEB 12
FOR FILING

7-4203

Salem
February 8, 1943

Mr. S. H. Probert

We are handing you herewith a fully executed copy of an agreement between the State Highway Commission and A. C. Sahre doing business as Sand Sand and Gravel Company which covers changes in the original contract for the furnishing of gravel as provided for in Contract 2565.

One copy of this agreement has been forwarded to Mr. Sahre, his surety and Mr. Gleisner has retained one copy.

C. H. McCullough

JM:CA

Three unexecuted copies attached

RECEIVED
FOR FILING

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

SALEM
February 4, 1943

Subject: Agreement in connection with contract 2565

To:

Mr. C. B. McCullough
Asst. Chief Engineer

L

I am handing you herewith a fully executed copy of the agreement between the State Highway Commission and A. C. Suhre, dba Bend Sand & Gravel Company, covering changes in the original plans for the furnishing of gravel as set forth in contract No. 2565.

I have retained the original of this agreement for the Commission's records and files and have forwarded a fully executed copy to each of the following: Secretary of State, A. C. Suhre, and The Metropolitan Casualty Insurance Company of New York.

H. H. Seavey

AM

Secretary

RECEIVED
FEB 8 1943
FOR FILING

7-4203.

February 5, 1943

Mr. Richard Pausch, Attorney
The Metropolitan Casualty Ins. Co. of N. Y.
220 Bush Street
San Francisco, California

Gentlemen:

Reply is made to your letter of February 2, 1943, regarding Oregon state highway contract No. 2565, Redmond Rock Production Project, A. C. Suhre dba Bend Sand and Gravel Company, contractor.

The supplemental agreement referred to in the first paragraph of your letter has been received from Mr. Suhre and has been signed by all parties concerned. A fully executed copy of the same was sent to Mr. Suhre on February 4, 1943. I also sent a fully executed copy of the agreement to The Metropolitan Casualty Insurance Company of New York, Harold S. Hays, Agent, Portland, Oregon.

In checking with our auditor I find that the last monthly estimate covering this job was for the period ending November 10, 1942. The warrant paying that estimate was mailed to the Bend Sand and Gravel Company early in December. I am unable to ascertain in this office just when the next estimate will be forthcoming. I would judge from the records available that there was no estimate for either December 10 or January 10 so the probabilities are that the next estimate will be for the period ending February 10 and if that is the case the payment for the work performed will be delivered to the Bend Sand and Gravel Company on or about the first of March, unless it is held up by the surety or for some other reason.

I am unable to determine definitely from your letter whether or not you wish us to make the next payment direct to the Bend Sand and Gravel Company. In the event we do not hear from you to the contrary, we will release it in the usual manner. On the other hand, if you wish to control the funds, then you should notify us in advance how to dispose of them. It may be that you will wish the Bend Sand and Gravel Company to assign the funds to you, in which event we will be pleased to honor an assignment if Mr. Suhre will execute our standard assignment blank, a copy of which is inclosed.

If the matter is handled in that way, we will prepare the assignment forms in this office and forward them either to you or to the Bend Sand and Gravel Company for execution. The assignment, I presume, would cover all

always due or to become due the Sand Sand and Gravel Company under this contract. That is usually the way that the contractors make their assignments.

Awaiting your further instructions, I remain

Very truly yours,

Secretary

HDC:AM

The Metropolitan Casualty Insurance Company of New York
ORGANIZED 1874

LOYALTY GROUP

PACIFIC DEPARTMENT
220 BUSH STREET,
SAN FRANCISCO, CAL.

HOWE S. LANDERS, PRESIDENT
WM. B. REARDEN, EXECUTIVE VICE-PRESIDENT
W. W. POTTER, VICE-PRESIDENT
FRED W. SULLIVAN, VICE-PRESIDENT
F. E. CHADWICK, 2ND VICE-PRESIDENT
R. W. WALBEY, SECRETARY
A. A. MILHAUPT, SECRETARY

February 2, 1943

Mr. H. B. Glaisyer, Secretary
State Highway Commission
Salem, Oregon

IN RE: CONTRACT #2565, REDMOND ROCK PRODUCTION PROJECT, A. C. SUHRE, DBA REND SAND AND GRAVEL COMPANY, CONTRACTOR.

Dear Mr. Glaisyer:

The supplemental agreement concerning the change in stockpile location has been executed by our company as surety and all five copies were left with Mr. Suhre. He will execute them and forward all copies to you. I will appreciate your advising as soon as this contract has been executed by the Highway Commission.

I believe that Mr. Suhre will be successful in obtaining the necessary funds to resume work and complete this contract. As to payment of future estimates, we will arrange either for the direct disbursement to creditors upon orders of the contractor, approved by our company, or we will arrange for payment of estimates to the contractor and our company jointly. Our purpose, of course, is to assure that the remainder of the contract price, including retained percentage, will be paid only for obligations incurred in connection with the prosecution of this contract.

We will, therefore, appreciate it if you will inform when the next estimate is ready for payment in order that we may complete these necessary arrangements.

Thanking you for courtesies extended,

Yours very truly,

Richard Hausch
Attorney

RP:PD:MET.

ANSWERED
H. B. GLAISYER

RECEIVED
FEB 5 - 1943
STATE HIGHWAY COMMISSION

REFERRED TO
[illegible]
BY SECRETARY

[illegible]

4, 2943

and Gravel Company
Route 2, Box 107
Bend, Oregon

Dear Sir:

I am handing you herewith a fully executed copy of the agreement between yourself and the State Highway Commission covering changes in the original plans for the furnishing of gravel as set forth in state highway contract No. 2565. This is for your records and files.

Very truly yours,
STATE HIGHWAY COMMISSION

By

AM

Secretary

[redacted]

February 4, 1963

[redacted]

Dear [redacted]:

I am forwarding herewith a fully executed [redacted] between yourself and the State [redacted] plans for the [redacted] highway [redacted] file.

Very truly yours,
[redacted] COMMISSION

By [redacted]
Secretary

[redacted]

February 4, 1943

The Metropolitan Casualty Ins. Co. of N. Y.
Harold S. Hays, Agent
Loyalty Building
Portland, Oregon

Gentlemen:

I am handing you herewith a fully executed copy of the agreement between A. G. Bahre and the State Highway Commission covering changes in the original plans for the furnishing of gravel as set forth in state highway contract No. 2565.

This is for your records and files.

Very truly yours,

AH

Secretary

SALEM
February 4, 1943

Agreement in connection with contract 2565

Mr. C. S. McCullough
Asst. Chief Engineer

I am handing you herewith a fully executed copy of the agreement between the State Highway Commission and A. C. Sahre, dba Sand & Gravel Company, covering changes in the original plans for the furnishing of gravel as set forth in contract No. 2565.

I have retained the original of this agreement for the Commission's records and files and have forwarded a fully executed copy to each of the following: Secretary of State, A. C. Sahre, and The Metropolitan Casualty Insurance Company of New York.

AM

Secretary

February 4, 1943

Honorable Robert H. Farrell, Jr.
Secretary of State
CAPITOL

Dear Sir:

I am handing you herewith a fully executed copy of the agreement between the State Highway Commission and A. G. Schore, dba Sand Sand & Gravel Company, covering changes in the original plans for the furnishing of gravel as set forth in state highway contract No. 2565. This is for your records and files.

Very truly yours,

Secretary

AS

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FOR FILING

WESTERN UNION

7-4203

January 13, 1943

The Metropolitan Casualty Ins. Co. of N. Y.
220 Bush Street
San Francisco, California

Attention: Richard Peasch, Attorney

Gentlemen:

This acknowledges your letter of January 14, 1943, confirming your telegram of January 13, 1943, requesting that no further payments be made to A. G. Suhre, dba Bond Sand and Gravel Company, in connection with his contract with the State Highway Commission for furnishing gravel for the Redmond Rock Production Project, until further authorized by you, has been received.

We shall endeavor to comply with your request and are instructing our Auditor to that effect. We will appreciate your advising us at the earliest opportunity when your investigation is complete so that payments to the contractor will not be held up any longer than is absolutely necessary.

Very truly yours,

HEG:AH

Secretary

cc - Auditor

(Surety's letter in contract)

DESIRED			
		CABLE	
TELEGRAM		[illegible]	
DAY LETTER		URGENT RATE	
SERIAL		DEFERRED	
OVERNIGHT TELEGRAM		NIGHT LETTER	X
SPECIAL SERVICE		SHIP RADIOGRAM	

Patrons should check class of service desired; otherwise the message will be transmitted as a telegram or ordinary cablegram.

WESTERN UNION

1206-P

CHECK
ACCOUNTING INFORMATION
TIME FILED

R. B. WHITE, PRESIDENT
NEWCOMB CARLTON, CHAIRMAN OF THE BOARD
J. C. WILLEVER, FIRST VICE-PRESIDENT

Send the following telegram, subject to the terms on back hereof, which are hereby agreed to

99 WORDS SURETY CLAIMS

SAN FRANCISCO, CALIFORNIA
JANUARY 13, 1943
4:30 P.M.

OREGON STATE HIGHWAY COMMISSION
SALEM
OREGON

AS SURETY ON BOND OF A C. SUHRE DOING BUSINESS AS REED SAND AND GRAVEL COMPANY FOR PERFORMANCE OF CONTRACT FOR FURNISHING CRUSHED GRAVEL, REDMOND ROCK PRODUCTION PROJECT. WE ARE INFORMED THAT CONTRACTOR HAS FAILED TO PAY VARIOUS OUTSTANDING ACCOUNTS. DEMAND IS HEREBY MADE THAT RETURN REMAINING BALANCE UNPAID CONTRACT PRICE IN YOUR HANDS BE WITHHELD PENDING OUR FURTHER INSTRUCTIONS.

THE METROPOLITAN CASUALTY INSURANCE COMPANY OF NEW YORK

EP:FD
Charges: Loyalty Group
220 Bush Street
San Francisco, California

Dictated by E. B. Smith
EH

Secretary

RECEIVED
DEC 22 1942
FOR FILING

7-4203

December 21, 1942

Mr. W. S. Newton
District Credit Supervisor
Union Oil Company of California
Yeon Building
Portland, Oregon

Attention: D. G. von der Hellen

Dear Sir:

With respect to the operations of A. C. Suhre on his contract for the Redmond Rock Production Project, contract No. 2565, the Highway Department was advised on October 19, 1942, by Mr. Suhre that the pit which he was in was somewhat cemented and contained some fairly large boulders so that he found it impractical to bring the material to the crusher with the light equipment which he was using. He, therefore, felt it advisable to move to his own gravel plant at Tumalo and proposed to furnish the material from that source.

While the matter was being considered Mr. Suhre went ahead and moved his plant without any definite permission but it is to be presumed that he will fulfill his contract from that source. There still remains 5,135 yards to be crushed on this contract.

To date, no definite extension of time has been granted Mr. Suhre for the completion of this job.

Very truly yours,

Secretary

Dictated by H. G. Smith
AS

Union Oil Company of California

YEON BUILDING

PORTLAND, OREGON

December 16, 1942

Oregon State Highway Commission
Salem, Oregon

Mr. H. B. Glaisyer, Secretary

A. C. SUHRE
Oregon State Highway Contract
#2565

According to information received from your office last April, this contract was scheduled for completion on August 31, 1942. We have just received a letter from Mr. Suhre, however, in which he states that he still has more than five thousand yards to produce as called for by the contract. He also mentions that he is moving to another location and preparing to serve the Officers Training Replacement Center south of Bend.

The impression we received from his letter is that he has moved from Contract #2565, leaving it unfinished and that is more or less indefinite when it will be completed. Will you please tell us what your records reveal as to the stage of completion of the contract and how much of an extension, if any, he has been granted for completion?

Thank you.

W. S. NEWTON
District Credit Supervisor

dvh:eac

By: D. G. van der Hellen

answer dictated by telephone

RECEIVED
DEC 16 1942

FORM 401 P 8-42 2M
PRINTED IN U. S. A.

RECEIVED
SEP 21 1942
FOR FILING

I-4203

September 21, 1942

Shell Oil Company
1220 S. W. Morrison
Portland, Oregon

Attention: Frank J. Hurner

Gentlemen:

In reply to your inquiry of September 18, 1942, we advise that A. E. Zukre's contract, No. 2565, is approximately 99 per cent complete. The contractor has been paid the sum of $12,093.62.

Very truly yours,

AH

Secretary

RECEIVED
APR 22 1942
FOR FILING

7-4202

April 21, 1942

A. C. Suhre, dba
Bend Sand & Gravel Company
Route 2, Box 107
Bend, Oregon

Dear Sir:

We are sending you today by express a fully executed copy of contract No. 2565, which was awarded to you by the State Highway Commission on March 19, 1942, covering the Redmond Rock Production Project, on the McKenzie, Ochoco, The Dalles-California and Redmond Highways, in Crook and Deschutes Counties. We are also sending a fully executed copy to the surety on your bond. This copy is for your records and files.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

NOTED
D. G. DeSart

RECEIVED
APR 22 1942
FOR FILING

7-4202

April 21, 1942

The Metropolitan Casualty
Insurance Company of New York
Harold S. Hays, Resident Agent
Loyalty Building
Portland, Oregon

Gentlemen:

We are sending you today by express a fully executed copy of contract No. 2565, awarded to A. C. Squire, dba Bend Sand & Gravel Co, by the State Highway Commission on March 19, 1942, for the Redmond Rock Production Project, on the McKenzie, Ochoco, The Dalles-California and Redmond Highways, in Crook and Deschutes Counties.

Inasmuch as you are surety for the contractor on this job, we are sending you this copy of the contract for your records and files.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

RS

NOTED
D. G. DeSart

RECEIVED
APR 20 1942
FOR FILING

7-4203

April 18, 1942

The Metropolitan Casualty Insurance
Company of New York
Loyalty Group
Loyalty Building
Portland, Oregon

Attention: Harold S. Hays

Gentlemen:

We have your letter of April 16, trasing your file copy of Contract No. 2565, with A. C. Suhre, for furnishing crushed gravel on the Redmond Rock Production Project in Crook and Deschutes Counties.

The copies of this contract are being executed by the members of the Highway Commission at this time and will probably be returned sometime next week. Your file copy will be mailed to you as soon as we receive them.

Very truly yours,
STATE HIGHWAY COMMISSION

By _____
Secretary

DD/mm

NOTED
D. G. DeSart

The Metropolitan Casualty Insurance Company of New York
ORGANIZED 1874

LOYALTY GROUP

PORTLAND BRANCH OFFICE
LOYALTY BUILDING
S. W. PARK AVE. AT MORRISON ST.
TELEPHONE ATWATER 7521
PORTLAND, OREGON

HOWE S. LANDERS, PRESIDENT
WM. B. REARDEN, EXECUTIVE VICE-PRESIDENT
W. W. POTTER, VICE-PRESIDENT
FRED W. SULLIVAN, VICE-PRESIDENT
F. E. CHADWICK, 2ND VICE-PRESIDENT
R. W. WALBEY, SECRETARY
A. A. MILHAUPT, SECRETARY

April 16, 1942

Oregon State Highway Commission
Salem
Oregon

Gentlemen:

Re: Contract #2565 - A. C. Suhre dba
Bend Sand & Gravel Co. - Redmond
Rock Production Project.

The above contracts and bond were sent to you on March 31. It was our impression that when the same were approved, one copy would be returned to us for our file, and we consequently did not make any copy of the same.

To date we have not received this copy, and would appreciate receiving one.

Yours very truly,

Harold Stays

BONDING DEPARTMENT

L:Met.

RECEIVED
APR 17 1942
STATE HIGHWAY COMMISSION

REFERRED TO
De Sart
BY SECRETARY
Prepare reply

LOYALTY GROUP

The Metropolitan Casualty Insurance Company of New York

ORGANIZED 1874

RECEIVED
APR 4 1942
FOR FILING

PORTLAND BRANCH OFFICE
LOYALTY BUILDING
S. W. PARK AVE. AT MORRISON ST.
TELEPHONE ATWATER 7521
PORTLAND, OREGON

HOWE S. LANDERS, PRESIDENT
WM. B. REARDEN, EXECUTIVE VICE-PRESIDENT
W. W. POTTER, VICE-PRESIDENT
FRED W. SULLIVAN, VICE-PRESIDENT
F. E. CHADWICK, 2ND VICE-PRESIDENT
R. W. WALBEY, SECRETARY
A. A. MILHAUPT, SECRETARY

Mr Glaisyer

7-4213

March 31, 1942

H. B. Glaisyer, Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Sir:

Re: Contract #2565 - A. C. Suhre d/b/a
Bend Sand & Gravel Company.

We have your letter of the 30th, and also the four copies of the above contract, and cannot understand your returning them as they were signed by H. S. Hays, as Agent.

However, he has re-signed them as Harold S. Hays, with the designation "Resident Agent" in the event that is what you require. However, I might add that in the past he has signed only his initials when countersigning any bond, and it has been acceptable.

Awaiting the return of one copy for our file, we are

Yours very truly,

BONDING DEPARTMENT

L:Met.

4213-1942

NOTED
D. DeHart

RECEIVED
MAR 30 1942
FOR FILING
7-4203

March 30, 1942

The Metropolitan Casualty Insurance
Company of New York
Loyalty Building
Portland, Oregon

Gentlemen:

We are returning to you, by express, the four copies of contract No. 2565 which we received today. Will you please have the bond signed by the resident agent and return the copies to this office.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

DD/mm

NOTED
D. . DeSart

The Metropolitan Casualty Insurance Company of New York
ORGANIZED 1874

LOYALTY GROUP

HOWE S. LANDERS, PRESIDENT
WM. B. REARDEN, EXECUTIVE VICE-PRESIDENT
W. W. POTTER, VICE-PRESIDENT
FRED W. SULLIVAN, VICE-PRESIDENT
F. E. CHADWICK, 2ND VICE-PRESIDENT
R. W. WALBEY, SECRETARY
A. A. MILHAUPT, SECRETARY

PORTLAND BRANCH OFFICE
LOYALTY BUILDING
S. W. PARK AVE. AT MORRISON ST.
TELEPHONE ATWATER 7021
PORTLAND, OREGON

March 28, 1942.

Oregon State Highway Commission
Salem
Oregon

Gentlemen:

Re: Contract No. 2565 - Redmond Rock Production Project. A. C. Suhre d/b/a Bend Sand & Gravel Co., Contractor.

We are sending to you today, via express, four books of the contract and bond covering the above, which we trust will be found in order.

When these have been approved, will you kindly return one copy for our file?

Thanking you, we are

Yours very truly,

Harold S. Hays

BONDING DEPARTMENT

L:Met.

RECEIVED
MAR 25 1942
FOR FILING
7-4203

March 21, 1942

Mr. A. C. Suhre, dba
Bend Sand & Gravel Company
Route 2, Box 107
Bend, Oregon

Dear Sir:

We are sending you today by express four copies of contract No. 2565, which was awarded to you by the State Highway Commission on March 19, 1942, covering the Redmond Rock Production Project on the McKenzie, Ochoco, The Dalles-California and Redmond-Bend Highways, in Crook and Deschutes Counties.

Kindly execute all four copies of this contract as to agreement and bond, and return them to this office for approval by the State Highway Commission. When this has been done, a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the paragraph under Section 6, page 15, of the printed general provisions, relating to the Workmen's Compensation Act. You are expected to accept the terms of this act and to carry on your work under this contract in strict conformance thereto.

Your attention is also called to the paragraph on the same page, relating to payment by the contractor of amounts due hospital associations, et cetera.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

RS

REFERRED TO
BY SECRETARY

RECEIVED
MAR 21 1942
FOR FILING

7-4203

March 20, 1942

A. C. Buhre dba
Bend Sand and Gravel
Route 2, Box 107
Bend, Oregon

Dear Sir:

The State Highway Commission on March 19, 1942, awarded you the contract for the Redmond Rock Production Project, in Crook and Deschutes Counties. This award was based on your low bid of $18,936.49, submitted on that date.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

MM

cc - S. H. Probert
G. S. Paxson

DA-WR 4 Medford Cantoment Access Rd., 1942
Crater Lake & Pacific Hwys.
2566, 2569, 2570, 2571

RECEIVED
APR 10 1944
FOR FILING

DA-WR 4

April 8, 1944

Mr. Paul H. Rynning
County Engineer
Medford, Oregon

Dear Mr. Rynning:

The following are the beginning and completion dates for the contracts involved in the construction work recently performed on the Crater Lake Highway between Medford and Camp White:

Unit	Beginning Date	Completion Date
N. Unit, Antelope Ck.-Medford, Grad. & Pav.	May 4, 1942	Dec. 22, 1942
Section A, S. Unit, Grad. & Pav.	June 3, 1942	Dec. 21, 1942
" B, " " " "	Apr. 13, 1942	June 15, 1943
S. Unit, Structures	Apr. 6, 1942	June 15, 1943

It is preferred that all correspondence with the engineering department be addressed to R. H. Baldock. No one has been assigned to take Mr. Cutler's place during his absence. There will be some distribution of his duties among different individuals in the department who have been in contact with different phases of his work.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

SP:M

PAUL B. RYNNING
ENGINEER AND SURVEYOR
REG. CERT. NO. 703
MEMBER A. A. E.

C. Z. BOYDEN
DEPUTY SURVEYOR
MEMBER A. A. E.

OFFICE OF ENGINEER
JACKSON COUNTY
MEDFORD, OREGON

April 5, 1944

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

Dear Mr. Baldock:

Please advise me as to the dates of the beginning and ending of construction of the Crater Lake Highway between Medford and Camp White. I wish to use these dates in my application for reimbursement for damage done by the army and contractors on the Central Point Market Road between Crater Lake Highway and the City of Central Point.

I am addressing this letter direct to you, because I do not know who is taking Mr. Cutler's place during his illness. Please advise me as to whom I should address my correspondence on matters of this kind.

Very truly yours,

Paul B. Rynning
County Engineer

PBR:b

REFERRED TO
Pr Asst
By Chief Engr. Asst
Please prepare reply

RECEIVED
APR 6 1944
OREGON
STATE HIGHWAY COMMISSION

DA-WR-4

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

RECEIVED

December 7, 1943

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Final inspection of Oregon DA-WR 4, Medford Cantonment

_____, was made by a representative of this office on May 31, 1943.

Prompt submission of the final voucher will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
L. J. Caufield
Sr. Highway Engineer

RECEIVED
DEC 8 1943
OREGON
STATE HIGHWAY COMMISSION

Stencil No. 124

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

POST OFFICE BUILDING
PORTLAND, OREGON

TANA
GON
HINGTON

March 3, 1943

DA-WR 4

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Oregon DA-WR 4(1)
Antelope Creek-Medford Section
Crater Lake and Pacific Highways.

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the _____ project agreement and certificate for the above-numbered project.

Very truly yours,

W. H. LYNCH
District Engineer

By L. Caufield
L. J. Caufield
Sr. Highway Engineer

Encl.

RECEIVED
MAR 5 - 1943
STATE HIGHWAY COMMISSION

For

Wa 4pr 16377

Form P. R. 2

State Oregon

Project No. [redacted] 4(1)

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 28th day of December, 19 42

by and between The Oregon State Highway Commission

, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Federal Works Administrator, hereinafter called the Administrator, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto: and the Defense Highway Act of 1941.

Whereas the Highway Department of said State submitted on the _____ day of _____, 19____, a project statement, which was approved on the _____ day of _____, 19____, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated for the administration of the Federal Highway Act, has furnished surveys, plans, specifications, and estimates for [redacted] of said project which were recommended for approval by the District Engineer of the Public Roads Administration on the 7th day of March 19 42; and

Whereas the Administrator has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of seven hundred sixty-four thousand, seven hundred fifteen and 40/100 dollars ($ 764,715.40) as the share of the United States payable under said act on account of [redacted] of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Administrator do hereby mutually agree as follows:

16—11379

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(*a*) By the State from funds made available for the construction of access roads under the provisions of the Defense Highway Act of 1941 approved November 19, 1941 (Public Law 895 - 77th Congress). Any part of the cost of the project not so financed shall be made available in the following manner: Chap. 173, Laws 1917; Chap. 31, Laws 1929; Chap. 529, Laws 1939.

(Include date and citation of act of legislature by which authorized)

(*b*) From other sources

(State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between survey station 1952+60 at the north line of Section 16, T. 36 S., R. 1 W., W.M., and survey station 0+34 at the Medford city limits in Section 24, T. 37 S., R. 2 W., W.M.,

, length 2.362 miles, in Jackson County, being functional unit Oregon Defense Access project No. DA-TR 14(1) consisting of 2.328 miles of roadway and one bridge, none of more than 20 feet clear span, 0.034 of a mile in length.

16—11376 GPO

RECEIVED FEB 23 1943 REGIONAL ENGINEER

RECEIVED FEB 25 1943 DISTRICT 1

RECEIVED DEC 7 1942 DISTRICT 1

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Administrator or his agents, and in accordance with the laws of said State, the rules and regulations of the Administrator, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Administrator or his authorized representatives. Such construction work as may be performed by force account shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Administrator, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual costs

The project covered by this agreement provides for an access road certified as important to the national defense as required by the provisions of Section 6 of the Defense Highway Act of 1941 (Public Law 795 - 77th Congress).

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of [redacted] said project shall not in any event exceed the sum of [redacted] dollars ($[redacted]), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of [redacted] dollars ($[redacted]), the approved total estimated cost of [redacted] said project.

PAYMENTS

ARTICLE V. As the construction of said project progresses, the Administrator shall from time to time draw warrants on the Secretary of the Treasury for the payment to [redacted]

The State Treasurer
(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of [redacted]
(Name)

of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Administrator after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

The Administrator reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chap. 529, Laws 1939.
(Include reference to statute authorizing funds and probable amount annually available)

RECEIVED
FEB 23 1943
PERSONAL HEADQUARTERS

RECEIVED
FEB 25 1943
DISTRICT 1

RECEIVED
DEC 7 1942
DISTRICT 1

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

GPO 16—11379

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. [redacted].

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Administrator on the FEB - 8 1943 day of _____, 19__.

[redacted] STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Henry F. Cabell

[redacted], State Highway Commission
(Title of officer)

By [redacted]

[redacted], State Highway Commission
(Title of officer)

By Herman Oliver

[redacted], State Highway Commission
(Title of officer)

By _____

(Title of officer)

By _____

(Title of officer)

FEDERAL WORKS ADMINISTRATOR.

By T. H. MacDonald

Acting Commissioner of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE 16—11979

Form PR. 2—Revised

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

THE SECRETARY OF THE TREASURY, AND

THE STATE HIGHWAY DEPARTMENT OF THE STATE OF Oregon

Pursuant to the acts above cited, I hereby certify—

FIRST. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Agency as Project No. Defense Access DA-OR-4(1)

State of Oregon

SECOND. That in accordance with said provisions I have approved the sum of $ 794,953.00 as the total estimated cost of said project, and the sum of $ 764,715.10 as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this _____ day of _____

one thousand nine hundred and FEB - 8 1943

FEDERAL WORKS ADMINISTRATOR,

By _____
Acting Commissioner of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE 16—10130

RECEIVED
FEB 25 1943
DISTRICT 1

RECEIVED
NOV 17 1942
FOR FILING

EA-WE 4

Gen.

October 3, 1942

Mr. W. H. Lynch
District Engineer
Public Roads Administration
Post Office Box 3900
Portland, Oregon

Dear Sir:

We are enclosing herewith seven copies of estimate as basis for project agreement for the Antelope Creek-Medford Section, Project No. EA-WE 4 (1).

The original set-up of funds for this project was as follows, based on rights of way costs of $55,000.00:

Federal Access Road Funds- - - - -	$684,715.40
State Funds- - - - - - - - - - - -	115,000.00
Total- - - - - - - - - - - - - - -	$799,715.40

It is our desire, however, to apply on this project $80,000.00 of the State's credit balance of $226,011.00, which was accrued by State expenditures or obligations incurred prior to January 1, 1942 on other road projects. Accordingly, since the total cost of the project is $794,715.40, due to a reduction of $5,000.00 in the cost of rights of way, the set-up of funds has been computed as follows:

Federal Access Road Funds- - - - -	$764,715.40
State Funds- - - - - - - - - - - -	30,000.00
Total- - - - - - - - - - - - - - -	$794,715.40

Very truly yours,

H. H. BALDOCK
Chief Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/BS

Encl.

Oregon State Highway Department — Federal Access Road Project No. DA-OR 4

ANTELOPE CREEK-MEDFORD SECTION OF THE CRATER LAKE AND PACIFIC HIGHWAYS IN JACKSON COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, September 15, 1942

Lands, Rights of Way, Easements, Etc. $ 50,000.00

CONSTRUCTION (NORTH UNIT, ANTELOPE CR.-MEDFORD)

22' P. C. Concrete Pavement (Sta. 1952+50 to 2197+40) $ 451.00

(Contract No. 2566)

All Required				
1,550	cu. yds.	Clearing and Grubbing		
		Structural Excavation, Unclassified	$ 2.00	3,100.00
1,600	cu. yds.	Trench Excavation, Unclassified	2.00	3,200.00
108,000	cu. yds.	General Excavation, Unclassified	.28	30,240.00
325,000	yd. sta.	Short Overhaul	.02	6,500.00
3,750	C-yd. sta.	Long Overhaul	.40	1,500.00
4,200	lin. ft.	Rounding Cutbanks	.10	420.00
4.93	miles	Finishing Roadbed and Slopes	300.00	1,479.00
200	lin. ft.	9" Perforated Cone. Drain Pipe	1.00	200.00
10	lin. ft.	12" Concrete Pipe	1.50	15.00
1,370	lin. ft.	18" Concrete Pipe	2.25	3,082.50
200	lin. ft.	36" Concrete Pipe	6.00	1,200.00
240	lin. ft.	18" Concrete Siphon Pipe	2.25	540.00
30	cu. yds.	Rock or Gravel Backfill in Drains	4.00	120.00
9	cu. yds.	Concrete End Basins	50.00	450.00
76	M-FBM	Treated Lumber in Box Culverts	140.00	10,640.00
44,900	cu. yds.	Selected Roadbed Topping	.60	26,940.00
152,000	yd. mi.	Hauling Roadbed Topping	.12	18,240.00
6,250	cu. yds.	3/4" - 0" Gravel in Shoulders	2.50	15,625.00
1,650	cu. yds.	4" - 0" Material in Cushion Course	2.50	4,125.00
			2.50	3,875.00
1,550	M-gals.	Sprinkling	2.45	143,000.00
58,400	sq. yds.	Portland Cement Concrete Pavement	.25	1,150.00
4,600	lin. ft.	Expansion Joints in Pavement	.035	1,008.50
31,100	lin. ft.	Contraction Joints	.30	639.00
2,130	only	Pipe Dowels	4.00	1,080.00
270	cu. yds.	Furnishing and Placing Aggregates		
17	tons	Furnishing and Placing 1#1-200 Asphalt	40.00	680.00
9	tons	Furnishing and Placing RC-3 or Emulsified Asphalt	40.00	360.00

45	hrs.	Roadside Grading With Bulldozer	$ 5.00	$ 225.00
45	hrs.	Roadside Grading With Blade Grader	5.00	225.00
21.5	acres	Seeding	25.00	537.50
				$290,[illegible]

CONSTRUCTION (SOUTH UNIT, ANTELOPE CR.-MEDFORD)

22' P. C. Concrete Pavement (Sta. 2197+40 to 2376+00)
(Contract No. 2569)

All Required		Clearing and Grubbing		$ 3,[illegible]
1,200	cu. yds.	Structural Excavation, Unclassified	$ 2.00	2,400.00
1,200	cu. yds.	Trench Excavation, Unclassified	2.00	2,400.00
115,000	cu. yds.	General Excavation, Unclassified	.30	34,500.00
483,000	yd. stas.	Short Overhaul	.02	9,660.00
14,000	C-yd.stas.	Long Overhaul	.40	5,600.00
6,000	lin. ft.	Rounding Cutbanks	.10	600.00
3.33	miles	Finishing Roadbed and Slopes	300.00	999.00
290	lin. ft.	8" Concrete Drain Pipe	1.00	290.00
200	lin. ft.	8" Perforated Concrete Drain Pipe	1.00	200.00
570	lin. ft.	18" Concrete Pipe	3.00	1,710.00
200	lin. ft.	24" Concrete Pipe	4.50	900.00
170	lin. ft.	30" Concrete Pipe	8.50	1,445.00
350	lin. ft.	48" Concrete Pipe	13.00	4,550.00
230	lin. ft.	18" Concrete Siphon Pipe	3.60	828.00
320	lin. ft.	24" Concrete Siphon Pipe	5.00	1,600.00
30	cu. yds.	Rock or Gravel backfill in Drains	3.00	90.00
60	cu. yds.	Concrete Inf Basins	50.00	2,500.00
All Required		Taking Up and Reconstructing Railroad Tracks		3,000.00
30	M-ftM	Railroad Ties	50.00	1,500.00
1,050	cu. yds.	Railroad Ballast in Place	2.25	2,362.50
33,700	cu. yds.	Selected Roadbed Topping	.60	20,220.00
71,900	yd. mi.	Hauling Roadbed Topping	.12	8,900.00
4,750	cu. yds.	3/4" - 0" Gravel in Shoulders	2.75	13,062.50
1,250	cu. yds.	6" - 3" Material in Cushion Course	2.75	3,437.50
1,140	M-gals.	Sprinkling	3.00	3,420.00
43,600	sq. yds.	Portland Cement Concrete Pavement	2.55	111,180.00
3,400	lin. ft.	Expansion Joints in Pavement	.25	850.00
23,300	lin. ft.	Contraction Joints	.035	814.50
1,600	only	Pipe Dowels	.30	480.00
35	hrs.	Roadside Grading With Bulldozer	7.00	245.00
35	hrs.	Roadside Grading With Blade Grader	7.00	245.00
16.5	acres	Seeding	25.00	412.50
				$243,535.50

Culvert (Sta. 2337+78)
(Contract No. 2369)

All Required		Shoring, Cribbing, Misc. (50#)		$ 150.00
110	cu. yds.	Structural Excavation	$ 2.00	220.00
80	cu. yds.	Class "A" Concrete	28.00	2,240.00
				$ 2,610.00
		Subtotal		$ 7,043.00
		10% Engr. & Cont.		704.30
		Total		$7,747.30
		Length	7.860 miles	
		Cost per mile	$ 73,759.19	

46' P. C. Concrete Pavement (Sta. 2276+00 to 2382+07.3)
(Contract No. 2369)

All Required		Clearing and Grubbing	$ .07	$ 117.00
2,000	yd. sta.	Short Overhaul	.10	40.00
100	C-yd.stas.	Long Overhaul	300.00	33.00
0.11	mile	Finishing Roadbed and Slopes	.60	660.00
1,600	cu. yds.	Selected Roadbed Topping	.15	96.00
800	yd. mi.	Hauling Roadbed Topping	2.75	440.00
150	sq. yds.	3/4" - 0" Gravel in Shoulders		
50	cu. yds.	1" - 0" Material in Cushion Course	2.75	137.50
			3.00	150.00
50	M-gals.	Sprinkling	2.75	7,150.00
2,800	sq. yds.	Portland Cement Concrete Pavement	.25	70.00
300	lin. ft.	Expansion Joints in Pavement	.055	16.50
1,700	lin. ft.	Contraction Joints	.30	510.00
100	only	Pipe Dowels	7.00	35.00
3	hr.	Roadside Grading With Bulldozer		
8	hrs.	Roadside Grading With Blade Grader	7.00	35.00
			25.00	12.50
0.5	acres	Seeding		
		Subtotal		$ 9,372.50
		10% Engr. & Cont.		937.25
		Total		$ 10,310.30
		Length	0.115 mile	
		Cost per mile	$ 89,654.78	

[illegible]" Asphaltic Concrete Pavement (N. Bound, Sta. 2[illegible]+07.1 to 2389+60.9) (S. Bound, Sta. 2382+07.3 to 2392+31.1) (Contract No. 2570)

All Required		Clearing and Grubbing		$ 1,189.00
70	cu. yds.	Structural Excavation, Unclassified	$ 2.00	140.00
250	cu. yds.	Trench Excavation, Unclassified	2.00	500.00
3,000	cu. yds.	General Excavation, Unclassified	.45	1,350.00
65,000	yd. stns.	Short Overhaul	.02	1,300.00
900	C-yd.stns.	Long Overhaul	.40	360.00
0.75	mile	Finishing Roadbed and Slopes	500.00	375.00
50	lin. ft.	12" Sewer Pipe	1.50	75.00
60	lin. ft.	Extra for Installing Pipe Under Pavement	2.00	120.00
20	lin. ft.	8" Concrete Drain Pipe	1.00	20.00
420	lin. ft.	12" Concrete Pipe	1.50	630.00
30	lin. ft.	18" Concrete Pipe	2.50	75.00
20	lin. ft.	18" Corr. Metal Pipe	3.00	60.00
90	lin. ft.	Salvaging Culvert Pipe	1.50	135.00
10	only	Concrete Catch Basins	50.00	500.00
280	lin. ft.	2" Galv. Water Pipe	1.00	280.00
135	cu. yds.	Concrete Curbs	35.00	4,725.00
0.3	M-FBM	Timber Handrail	200.00	60.00
2	cu. yds.	Class "A" Concrete in Miscellaneous Structures	50.00	100.00
22	cu. yds.	Concrete Traffic Separators	50.00	1,100.00
3	only	Concrete Light Pedestals	50.00	150.00
All Required		Constructing Recesses for Traffic Control Markers		250.00
360	lin. ft.	3/4" Electrical Conduit	.50	180.00
150	lin. ft.	1" Electrical Conduit	.60	90.00
360	lin. ft.	1½" Electrical Conduit	.75	270.00
7,900	cu. yds.	Selected Roadbed Topping	.70	5,530.00
7,900	yd. mi.	Hauling Roadbed Topping	.20	1,580.00
1,000	cu. yds.	1½" - 0" Gravel in Leveling Course	2.60	2,600.00
50	cu. yds.	Rock in Footpath Foundation Course	3.00	150.00
500	cu. yds.	3/4" - 0" Gravel in Shoulders	2.50	1,250.00
300	M-gals.	Sprinkling	2.00	600.00
[illegible]	tons	Class "B" Asphaltic Concrete	[illegible]	[illegible]
[illegible]	tons	Class "C" Asphaltic Concrete	[illegible]	[illegible]
60	cu. yds.	Furnishing and Placing Aggregates	4.00	240.00
8	tons	Furnishing and Placing 151-200 Asphalt	40.00	320.00
10	hrs.	Roadside Grading With Bulldozer	8.50	85.00
10	hrs.	Roadside Grading With Blade Grader	8.50	85.00
7.0	acres	Seeding	25.00	175.00
				$ 33,302.00

Culvert (Lt Sta. 16+68) (Contract No. 2571)

All Required		Shoring, Cribbing, Etc. (50%)		$ 150.00
110	cu. yds.	Structural Excavation	$ 2.00	220.00
93	cu. yds.	Class "A" Concrete	28.00	2,660.00
				$ 3,030.00
		Subtotal		$ 58,532.00
		10% Engr. & Cont.		5,853.20
		Total		$ 64,385.20
		Length	0.142 mile	
		Cost per mile	$ 453,416.90	

10" Asphaltic Concrete Pavement (N. Bound, Sta. 2382+60.2 to 2382+92.7 = 14+56.9 to 0+34) (S. Bound, Sta. 2382+31.1 - 13+66.3 to 9+26.9 = 10+66.3 to 92+67) (Contract No. 2570)

All Required		Clearing and Grubbing		$ 2,311.00
200	lin. ft.	Removal of Curbs	$ .50	100.00
30	sq. yds.	Removal of Walks	.50	15.00
630	cu. yds.	Structural Excavation, Unclassified	2.00	1,260.00
50	cu. yds.	Trench Excavation, Unclassified	2.00	100.00
6,000	cu. yds.	General Excavation, Unclassified	.45	2,700.00
.67	mile	Finishing Roadbed and Slopes	500.00	335.00
250	lin. ft.	8" Sewer Pipe	1.00	250.00
430	lin. ft.	12" Sewer Pipe	1.50	645.00
600	lin. ft.	15" Sewer Pipe	2.00	1,200.00
300	lin. ft.	18" Sewer Pipe	2.50	750.00
40	lin. ft.	Extra for Installing Pipe Under Pavement	2.00	80.00
30	lin. ft.	8" Concrete Drain Pipe	1.00	30.00
80	lin. ft.	12" Concrete Pipe	1.50	120.00
80	lin. ft.	36" Concrete Pipe	8.50	680.00
1½	emly	Concrete Catch Basins	90.00	135.00
6	emly	Concrete Manholes	175.00	1,050.00
264	cu. yds.	Concrete Curbs	35.00	9,240.00
46	cu. yds.	Concrete Retaining Walls	40.00	1,840.00
0.50	M-7781	Timber Handrail	200.00	100.00
6,800	cu. yds.	Selected Roadbed Topping	.70	4,760.00
6,800	yds. mls.	Hauling Roadbed Topping	.20	1,360.00
1,200	cu. yds.	1½" - 0" Gravel in Leveling Course	2.60	3,120.00
200	cu. yds.	Rock in Footpath Foundation Course	3.00	600.00
100	cu. yds.	3/4" - 0" Gravel in Shoulders	2.60	260.00
200	M-gals.	Sprinkling	2.00	400.00

3,950	tons	Class "B" Asphaltic Concrete	$ 6.75	$ 26,662.50
870	tons	Class "C" Asphaltic Concrete	6.75	5,872.50
170	cu. yds.	Furnishing and Placing Aggregates	4.00	680.00
12	tons	Furnishing and Placing 151-200 Asphalt	40.00	480.00
1	acre	Seeding	25.00	25.00
			Subtotal	$ 67,770.00
			10% Engr. & Cont.	6,777.60
			Total	$ 74,553.60
		Length	0.276 mile	
		Cost per mile	$ 270,121.73	

Bear Creek Bridge (Sta. 2368+42 to 2371+02.5)(Contract No. 2571)

1,300	lin. ft.	Furnish Treated Trestle Piles	$ 1.10	$ 1,430.00
44	only	Drive Treated Piles	15.00	660.00
10	M-FBM	Treated Lumber in Substructure	140.00	1,400.00
270	lin. ft.	Treated Trestle Superstructure	40.00	10,800.00
			Subtotal	$ 14,290.00
			10% Engr. & Cont.	1,429.00
			Total	$ 15,719.00
		Length	0.049 mile	

SUMMARY OF FUNDS REQUIRED

Item	Total Cost	Access Road Funds	State Funds
Lands, Right of Way, Easements	$ 50,000.00	$ 48,112.00	$ 1,888.00
22' P. C. Pavement	379,747.30	357,862.00	21,885.30
46' P. C. Pavement	10,310.30	9,921.00	389.30
48' Asphaltic Pavement	64,365.20	61,935.00	2,430.20
100' Asphaltic Concrete Pavement	74,553.60	71,739.40	2,814.20
Bear Creek Bridge	15,719.00	15,126.00	593.00
	$794,715.40	* $764,715.40	$30,000.00

* Includes $80,000.00 from State's credit balance of $275,011.00, accrued by State expenditures and obligations incurred prior to January 1, 1942 on other access road projects.

State Funds for Construction: Chap. 173, Laws 1917; Chap. 31, Laws 1920; Chap. 329, Laws 1939
State Funds for Maintenance: Chap. 329, Laws 1939

RECEIVED
MAY 20 1942
FOR FILING

DA-WR-4

May 20, 1942

Mr. W. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland, Oregon

Dear Sir:

An inspection was recently made of the access road to the Medford Cantonment, Oregon DA-WR-4, with reference to the progress being made by Burns Brothers. I find that they now have four LeTourneaus actively at work on the grading of the job and have the large cut at the north end nearly completed, so I anticipate that it will be no trouble for them to keep ahead of the paving.

The contractors are having considerable difficulty in getting culvert pipe as the Army is taking the pipe as fast as it is being manufactured, but the Army is endeavoring to cooperate with us in this respect and has been allowing Burns Brothers to get those culverts which they need for immediate installation in advance of the grading.

Very truly yours,

R. H. Baldock
Chief Engineer

RHB:HI
cc Mr. H. S. Smith

H. G. Smith ✓

E

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

RECEIVED
MAY 7 - 1942

May 6, 1942

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

A recent construction inspection report for Oregon DA-WR-4, Access Road to the Medford Cantonment, indicates that Berke Bros. had not at the time of the report actually begun any construction although they had built an equipment shed and had one or two pieces of equipment there.

Concurrence in award of this contract was given on March 19. Subsequent to issuance of War Production Board Order L-41 we had some telegraphic correspondence relating to beginning of construction, but it was our understanding that such correspondence concerned later contracts on this project. It being our understanding that the Army desires prompt action on such projects as this, advice will be appreciated as to why work has not begun in a more vigorous manner and when full prosecution of construction by Berke Bros. may be expected.

Work started May 4th, 6 weeks after award of contract.

Very truly yours,

W. H. LYNCH
District Engineer

RECEIVED
MAY 7 - 2

DA-WR 4

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MAY 18 1942
FOR FILING

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

May 16, 1942

NOTED
State Highway Engineer

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to the two Form PD-1A preference rating applications forwarded with your separate letters of April 29 to obtain expansion and contraction joint material and treated lumber not included in original project preference rating application No. 11 for DA-WR-4, Access Road to the Medford Army Cantonment.

The applications covered specifically the purchase of Carey Elastite Fiber Expansion Joint, Carey Elastite Asphaltic Expansion Joint and Fabricated Creosote-Petroleum Treated Lumber.

The War Production Board has informed us that all of these materials are not rated and should be obtainable without the use of a preference rating order. If the suppliers still will not deliver these materials without a preference rating order, please wire us immediately names and addresses of suppliers, quantities of materials ordered from each supplier, order numbers and all other pertinent facts. We shall then forward this information to the Compliance Unit of the War Production Board for whatever action they deem necessary.

Very truly yours,

W. H. LYNCH
District Engineer

Copies sent to Probst + Pearson 5-18-42

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FOR FILING

DA-WR 4

Charge to the account of OREGON STATE HIGHWAY COMMISSION $

CLASS OF SERVICE DESIRED			
DOMESTIC		CABLE	
TELEGRAM		ORDINARY	
DAY LETTER		URGENT RATE	
SERIAL		DEFERRED	
OVERNIGHT TELEGRAM		NIGHT LETTER	
SPECIAL SERVICE		SHIP RADIOGRAM	

Patrons should check class of service desired; otherwise the message will be transmitted as a telegram or ordinary cablegram.

WESTERN UNION

1217-B

CHECK
ACCOUNTING INFORMATION
TIME FILED

A. N. WILLIAMS, PRESIDENT
NEWCOMB CARLTON, CHAIRMAN OF THE BOARD
J. C. WILLEVER, FIRST VICE-PRESIDENT

Send the following telegram, subject to the terms on back hereof, which are hereby agreed to

RECEIVED
MAY 14 1942
FOR FILING

SALEM, OREGON
MAY 13, 1942

WANT A REPLY?
"Answer by WESTERN UNION" or similar phrases may be included without charge.

MR. J. S. KNOWLSON
DIRECTOR OF INDUSTRY OPERATION
WAR PRODUCTION BOARD
WASHINGTON, D. C.

REFER TO PD-1A SERIAL NO. 563748 WHICH GRANTS RATING OF A2 TO 6 ONLY 8" DIRECTIONAL PRESSURE SENSITIVE VEHICLE DETECTORS AND OTHER EQUIPMENT FOR MEDFORD CANTONMENT ACCESS ROAD PROJECT DA-WR-4. SUPPLIER ADVISES THAT DUE TO RUBBER AND OTHER CRITICAL MATERIALS INVOLVED IN MANUFACTURE OF PRESSURE TYPE DETECTOR, HE CANNOT SUPPLY SAME AND SUGGESTS WE SUBSTITUTE LIKE NUMBER OF MAGNETIC TYPE DETECTORS TO SERVE SAME PURPOSE AND REQUIRING USE OF SMALLER QUANTITY OF CRITICAL MATERIALS, WE REQUEST PERMISSION TO EXTEND RATING GRANTED BY PD-1A CERTIFICATE SERIAL NO. 563748 TO MAGNETIC TYPE DETECTORS. APPRECIATE WIRE REPLY.

R. H. BALDOCK, CHIEF ENGINEER
OREGON STATE HIGHWAY COMMISSION

CC: CONFIRMATION
AUDITOR
C. S. PAXSON

LA-WR 4

ADDRESS REPLY
TO OFFICE NOT
TO INDIVIDUALS

WAR DEPARTMENT
PORTLAND, OREGON DISTRICT
OFFICE OF THE AREA ENGINEER
Medford - Klamath Falls Area
Medford, Oregon

File No. ME-611

RECEIVED
MAY 11 1942
FOR FILING

May 9, 1942

Oregon State Highway Commission
Salem
Oregon

Attention: Mr. S. H. Probert, Office Engineer

Gentlemen:

Reference is made to our letter of May 8, 1942, in which we acknowledged receipt of one copy each of four contracts which cover the construction of the Antelope Creek - Medford Section of the Crater Lake and Pacific Highways in Jackson County.

Receipt is also acknowledged of three sets of plans covering this construction.

For the Area Engineer:

A. D. HARVEY
Principal Engineer
Chief, Operations Section

RECEIVED
MAY 1 1942
FOR FILING
WAR DEPARTMENT
PORTLAND, OREGON DISTRICT
OFFICE OF THE AREA ENGINEER

ADDRESS REPLY
TO OFFICE NOT
TO INDIVIDUALS

OH-MR 4

Medford - Klamath Falls Area
Medford, Oregon

File No. ME-611

May 8, 1942

Oregon State Highway Commission
Salem
Oregon

Attention: Mr. S. H. Probert,
Office Engineer

Gentlemen:

Receipt is acknowledged of one copy each of four contracts which cover the construction of the Antelope Creek - Medford Section of the Crater Lake and Pacific Highways in Jackson County. It is noted that plans are being forwarded under separate cover.

Your courtesy in promptly forwarding this information is appreciated.

For the Area Engineer:

A. D. HARVEY
Principal Engineer
Chief, Operations Section

RECEIVED
MAY 8 1942
FOR FILING

OA-WR 4

May 7, 1942

Major Thuren W. Bean
Area Engineer
Medford Cantonment
Medford, Oregon

Dear Sir:

In accordance with your request of this date, we have sent you, under separate cover, one copy each of the four contracts, with plans, which cover the construction of the Antelope Creek-Medford Section of the Crater Lake and Pacific Highways in Jackson County.

Very truly yours,

R. H. BALDOCK
Chief Engineer

By

S. H. Probert
Office Engineer

VEO'B:GS

RECEIVED
APR 30 1942
FOR FILING
LA-WR 4

April 29, 1942

Public Roads Administration
Box 3900
Portland, Oregon

Gentlemen:

Subject: Antelope Creek-Medford Section
Federal Aid Project DA-WR-4

We are enclosing Form PB-1A, application for preference rating for expansion and contraction joint material for use in construction of the concrete pavement on the above-named project.

Our application for preference rating on the above-named project was submitted you on March 13 and did not list the materials shown on this PB-1A application. Informational Memorandum No. 5 precludes us from extending a preference rating to materials not listed on the project preference rating application, and we are submitting this PB-1A application to secure the rating necessary to obtain the materials.

Yours very truly,

R. H. Baldock
Chief Engineer

CHB:GT
Encl.
cc: E. A. Gardner

RECEIVED
JUL 14 1942
FOR FILING

STANDARD TIME INDICATED
RECEIVED AT
[illegible] STATE STREET
PHONE 6000
[illegible] - OREGON
TELEPHONE YOUR TELEGRAM TO POSTAL TELEGRAPH

Postal Telegraph

(581)

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Form 16

R16 27/21 GOVT DL=NX 16 1047A

:R H BALDOCK, STATE HIGHWAY ENGINERR:

=SALEM ORE=

1942 APR 16 AM 11 00

REURTEL THIRTEENTH. P-19-E. SERIAL 10569. RATING A-1-J ISSUED APRIL FIFTEENTH TO OREGON DA-WR-4 MEDFORD CANTONMENT. YOU ARE AUTHORIZED TO BEGIN CONSTRUCTION=

ANDREWS.

RECEIVED
JUL 14 1942
FOR FILING

REURTEL P-19-E 10569 A-1-J DA-WR-4.

STANDARD TIME INDICATED

RECEIVED AT

TELEPHONE YOUR TELEGRAMS TO POSTAL TELEGRAPH

Postal Telegraph

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151

Form 16

R14 31 GOVT DL=NX PORTLAND ORE 15 1106A

R H BALDOCK=

STATE HIGHWAY ENGINEER ALEM ORE:

1942 APR 15 AM 11 18

=RETEL THIRTEENTH MEDFORD CANTONMENT ACCESS PROJECTS. YOU SHOULD NOT AUTHORIZE CONSTRUCTION TO START PENDING FURTHER INSTRUCTIONS. IN VIEW URGENCY THIS PROJECT THE DIRECTOR OF INDUSTRY OPERATIONS BEING REQUESTED TO EXPEDITE AUTHORIZATION=

=ANDREWS.

RECEIVED
JUL 14 1942
FILING

211

Charge to the account of $

CLASS OF SERVICE DESIRED			
DOMESTIC		CABLE	
TELEGRAM		ORDINARY	
DAY LETTER	X	URGENT RATE	
SERIAL		DEFERRED	
OVERNIGHT TELEGRAM		NIGHT LETTER	
SPECIAL SERVICE		SHIP RADIOGRAM	

Patrons should check class of service desired; otherwise the message will be transmitted as a telegram or ordinary cablegram.

WESTERN UNION

1217-B

R. B. WHITE
PRESIDENT

NEWCOMB CARLTON
CHAIRMAN OF THE BOARD

J. C. WILLEVER
FIRST VICE-PRESIDENT

CHECK
ACCOUNTING INFORMATION
TIME FILED

Send the following telegram, subject to the terms on back hereof, which are hereby agreed to

SALEM, OREGON
APRIL 13, 1942

RECEIVED
JUL 14 1942
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MR. W. H. LYNCH
DISTRICT ENGINEER
PUBLIC ROADS ADMINISTRATION
POST OFFICE BUILDING
PORTLAND, OREGON

ADVISE WHETHER UNDER CONSERVATION ORDER NUMBER L-41 WE SHOULD PREVENT CONTRACTOR STARTING WORK ON MEDFORD CANTONMENT ACCESS ROAD PROJECTS. PROJECTS HAVE BEEN CERTIFIED BY WAR DEPARTMENT BUT PREFERENCE RATINGS HAVE NOT BEEN RECEIVED. PRESENT ROADS TOTALLY INADEQUATE TO SERVICE CANTONMENT AND DO NOT LIKE TO STOP CONTRACTOR FROM STARTING URGENTLY NEEDED WORK UNLESS YOU SPECIFICALLY INSTRUCT ME TO DO SO

R. H. BALDOCK

COPY

POSTAL TELEGRAPH

MARCH 5, 1942
7:21 PM

R 44 62/52 GOVT ML-NX PORTLAND ORE 5

R H BALDOCK
STATE HIGHWAY ENGINEER
SALEM OREGON

PROJECT STATEMENTS OREGON DA-WR-4 AND DA-WR-5 FORMALLY CERTIFIED BY SECRETARY OF WAR AND APPROVED BY COMMISSIONER FEBRUARY 27. UNDERSTAND OREGON WILL CONTRIBUTE $100,000 ON DA-WR-4 AND ALSO ON DA-WR-5. THIS OFFICE IS PREPARED TO AUTHORIZE ADVERTISEMENT ON RECEIPT SATISFACTORY PS&E AND RIGHT OF ENTRY WITH RESPECT TO RIGHTS OF WAY NOT ACQUIRED.

LYNCH

DA-WR-4 DA-WR-5 27 $100,000 DA-WR-4 DA-WR-5.

← Medford ← Corvallis

March 1, 1942

Mr. R. H. Baldock,
Chief Highway Engineer,
Oregon State Highway Department,
Salem, Oregon.

Dear Mr. Baldock:

Reference is made to your telephonic conversation to this Headquarters and our telegram reply of February 25, 1942, with regard to the request for certification of Crater Lake Highway as an access road to Medford Cantonment, Oregon.

The following teletype from the Office, Chief of Engineers, February 26, 1942, is quoted for your information:

"Yourtel twenty sixth requesting certification of Crater Lake Highway as access road to Medford Cantonment Oregon period General Staff advises this project was certified by Secretary of War on February twenty seventh."

Sincerely yours,

[illegible]
Major A.G.D.,
Asst. Adjutant General.

Encl.
[illegible] March 1, 1942. FRA
cc: Dr. Bowne,
Mr. Lynch.

REFERRED TO
[signature]
by mail this date

1-14
8
1-10

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Postal Telegraph

WORLD AGENCY

Public Roads Administration

2010-20 Oregon

LA-MK 4 DAY LETTER

Portland, Oregon
April 15, 1942

RECEIVED
APR 16 1942

R. H. Baldock
State Highway Engineer
Salem, Oregon

REFER THIRTEENTH MEDFORD CANTONMENT ACCESS PROJECTS. YOU SHOULD NOT AUTHORIZE CONSTRUCTION TO START PENDING FURTHER INSTRUCTIONS. IN VIEW URGENCY THIS PROJECT THE DIRECTOR OF INDUSTRY OPERATIONS BEING REQUESTED TO EXPEDITE AUTHORIZATION

Andrews

Field Engr's Index

Original given to Mr. Probert

NOTED
State Highway Engineer

STANDARD TIME INDICATED
RECEIVED AT

DA-WR 4

TELEPHONE YOUR TELEGRAMS TO POSTAL TELEGRAPH

Form 16 L

Postal Telegraph

(43)

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R38 81/65 GOVT DL=NX PORTLAND ORE 3 203P

1942 APR 3 PM 3 11

R H BALDOCK=

STATE HIGHWAY ENGINEER SALEM ORE=

RE DA-WR-4. MEDFORD ACCESS ROAD FOR WHICH BIDS RECEIVED APRIL SECOND. TOTAL CONTRACT PRICE PLUS TEN PERCENT ENGINEERING AND CONTINGENCIES $744,715.40 OF WHICH STATE PARTICIPATES $100,000.00. RIGHT OF WAY $55,000.00 OF WHICH STATE PARTICIPATES $15,000.00. TOTAL COST $799,715.40 OF WHICH $684,715.40 IS FEDERAL ACCESS FUNDS AND $115,000.00 STATE FUNDS. FEDERAL FUNDS NOW AVAILABLE AND WE WILL CONCUR IN AWARD WHEN ADVISED RIGHTS OF WAY SECURED:

=LYNCH.

RE DA-WR-4. $744,715.40 $100,000.00. $55,000.00 $15,000.00.
$799,715.40 $684,715.40 $115,000.00

Susan Isaacs DA-N1 3

RECEIVED
NOV 17 1942
FOR FILING

22-NE 4

SOUTH UNIT, ANTELOPE CREEK-MEDFORD SECTION

PROJECT NO. DA-WR 4

While all necessary rights of way have not been fully acquired, the right to occupy and to use all rights of way required for the proper execution of the project has been acquired.

R. H. BALDOCK
Chief Engineer

By

S. H. Probert
Office Engineer

April 2, 1942

[redacted]

[redacted]

While negotiations for right of way are in progress twelve parcels have not been acquired, nor has the right to occupy and use these parcels been secured, but it is now believed that all necessary right of way can be made fully available within nine days.

R. H. BALDOCK
Chief Engineer

By

S. H. Probert
Office Engineer

Government Rec'd.

way Department

Federal Access Road
Project No. DA-OR 4

ANTELOPE CREEK-MEDFORD SECTION OF THE

ER LAKE AND PACIFIC HIGHWAYS IN JACKSON COUNTY

pany plans and specifications. Not as basis for project

Salem, Oregon, March 24, 1942

$ 50,000.00

y, Easements

RUCTION (SOUTH UNIT, ANTELOPE CR.-MEDFORD)

Pavement (Sta. 1552+60 to 717+40)

$ 461.00

Clearing and Grubbing			
Structural Excavation, Unclassified	$	2.00	3,100.00
Trench Excavation, Unclassified		2.00	3,200.00
General Excavation, Unclassified		.28	30,240.00
Short Overhaul		.02	6,300.00
Long Overhaul		.40	1,400.00
Rounding Cutbanks		.10	420.00
Finishing Roadbed and Slopes		300.00	1,399.00
6" Perforated Conc. Drain Pipe		1.00	200.00
12" Concrete Pipe		1.70	15.00
18" Concrete Pipe		2.25	3,682.50
36" Concrete Pipe		6.00	1,200.00
48" Concrete Siphon Pipe		2.25	540.00
Rock or Gravel Backfill in Drains		4.00	128.00
Concrete End Basins		30.00	450.00
Treated Lumber in Box Culverts		140.00	10,640.00
Selected Roadbed Topping		.60	26,340.00
Hauling Roadbed Topping		.12	10,240.00
1/4" - 0" Gravel in Shoulders		2.50	15,625.00
1" - 0" Material in Cushion Course		2.50	4,125.00
Sprinkling		2.50	3,875.00
Portland Cement Concrete Pavement		2.45	143,080.00
Expansion Joints in Pavement		.25	1,150.00
Contraction Joints		.033	1,080.00
Tie Dowels		.30	675.00
Furnishing and Placing Aggregates		4.00	1,080.00

1 2 3 6 3 1 5 2 2 0 0 0

Oregon State Highway Department

Federal Access Road
Project No. DA-OR 4

ANTELOPE CREEK-MEDFORD SECTION OF THE CRATER LAKE AND PACIFIC HIGHWAYS IN JACKSON COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, March 24, 1942

		Lands, Rights of Way, Easements		$ 50,000.00
		CONSTRUCTION (NORTH UNIT, ANTELOPE CR.-MEDFORD)		
		22' P. C. Concrete Pavement (Sta. 1952+60 to 2197+40)		$ 461.00
All Required		Clearing and Grubbing		
1,950	cu. yds.	Structural Excavation, Unclassified	$ 2.00	3,100.00
1,600	cu. yds.	Trench Excavation, Unclassified	2.00	3,200.00
108,000	cu. yds.	General Excavation, Unclassified	.28	30,240.00
325,000	yd. sta.	Short Overhaul	.02	6,500.00
3,750	C-yd.sta.	Long Overhaul	.40	1,500.00
4,200	lin. ft.	Rounding Cutbanks	.10	420.00
4.33	miles	Finishing Roadbed and Slopes	300.00	1,299.00
200	lin. ft.	6" Perforated Conc. Drain Pipe	1.00	200.00
10	lin. ft.	12" Concrete Pipe	1.50	15.00
1,370	lin. ft.	18" Concrete Pipe	2.25	3,082.50
200	lin. ft.	36" Concrete Pipe	6.00	1,200.00
240	lin. ft.	18" Concrete Siphon Pipe	2.25	540.00
30	cu. yds.	Rock or Gravel Backfill in Drains	4.00	120.00
3	cu. yds.	Concrete End Basins	30.00	450.00
76	M-FBM	Treated Lumber in Box Culverts	140.00	10,640.00
44,900	cu. yds.	Selected Roadbed Topping	.60	26,940.00
152,000	yd. mi.	Hauling Roadbed Topping	.12	18,240.00
6,250	cu. yds.	3/4" - 0" Gravel in Shoulders	2.30	15,687.00
1,650	cu. yds.	2" - 0" Material in Cushion Course	2.50	4,125.00
			2.50	3,875.00
1,550	M-gals.	Sprinkling	2.45	143,000.00
58,400	sq. yds.	Portland Cement Concrete Pavement	.25	1,150.00
4,600	lin. ft.	Expansion Joints in Pavement	.033	1,000.00
31,100	lin. ft.	Contraction Joints	.30	600.00
2,130	only	Pipe Dowels	4.00	1,000.00
270	cu. yds.	Furnishing and Placing Aggregates		

17	tons	Furnishing and Placing 151-200 Asphalt	$ 40.00	$ 680.00
9	tons	Furnishing and Placing RC-3 or Emulsified Asphalt	40.00	360.00
45	hours	Roadside Grading With Bulldozer	5.00	225.00
45	hours	Roadside Grading With Blade Grader	5.00	225.00
21.5	acres	Seeding	25.00	537.50
				$280,897.50

CONSTRUCTION (SOUTH UNIT, ANTELOPE CR.-WEDFORD)

22' P. C. Concrete Pavement (Sta. 2197+40 to 2376+00)

				$ 2,900.00
All Required		Clearing and Grubbing		
1,200	cu. yds.	Structural Excavation, Unclassified	$ 2.00	2,400.00
1,200	cu. yds.	Trench Excavation, Unclassified	2.00	2,400.00
115,000	cu. yds.	General Excavation, Unclassified	.35	40,250.00
483,000	yd. stas.	Short Overhaul	.01	4,830.00
14,000	C-yd.stas.	Long Overhaul	.40	5,600.00
6,000	lin. ft.	Trimming Cutbanks	.12	720.00
3.33	miles	Finishing Roadbed and Slopes	350.00	1,165.50
250	lin. ft.	8" Concrete Drain Pipe	1.00	250.00
200	lin. ft.	8" Perforated Concrete Drain Pipe	1.25	250.00
570	lin. ft.	18" Concrete Pipe	2.50	1,425.00
280	lin. ft.	24" Concrete Pipe	4.00	1,120.00
170	lin. ft.	36" Concrete Pipe	6.50	1,105.00
350	lin. ft.	48" Concrete Pipe	12.00	4,200.00
230	lin. ft.	18" Concrete Siphon Pipe	3.00	690.00
320	lin. ft.	24" Concrete Siphon Pipe	4.50	1,440.00
50	cu. yds.	Rock or Gravel Backfill in Drains	2.00	100.00
50	cu. yds.	Concrete End Basins	35.00	1,750.00
All Required		Taking Up and Reconstructing Railroad Tracks		3,800.00
30	M-FBM	Railroad Ties	80.00	2,400.00
1,050	cu. yds.	Railroad Ballast in Place	2.50	2,625.00
33,700	cu. yds.	Selected Roadbed Topping	.60	20,220.00
71,500	yd. mi.	Hauling Roadbed Topping	.12	8,580.00
4,750	cu. yds.	3/4" - 0" Gravel in Shoulders	2.50	11,875.00
1,250	cu. yds.	3" - 0" Material in Cushion Course	2.50	3,125.00
			1.50	1,725.00
1,150	M-gals.	Sprinkling	2.35	102,460.00
43,600	sq. yds.	Portland Cement Concrete Pavement	.20	680.00
3,400	lin. ft.	Expansion Joints in Pavement	.04	932.00
23,300	lin. ft.	Contraction Joints	.30	480.00
1,600	only	Pipe Dowels		

35	hours	Roadside Grading With Bulldozer	$ 8.00	$ 280.00
35	hours	Roadside Grading With Blade	6.00	210.00
		Order	40.00	660.00
16.5	acres	Seeding		
				$232,607.50

Culvert (Sta. 2357+50)

All Required		Shoring, Cribbing, Etc.		$ 100.00
110	cu. yds.	Structural Excavation	$ 2.00	220.00
80	cu. yds.	Class "A" Concrete	25.00	2,000.00
				$ 2,320.00
		Subtotal		$515,829.00
		10% Engr. & Cont.		51,582.90
		Total		$567,407.90
		Length	7.860 miles	
		Cost per mile	$ 72,189.24	

46' P. C. Concrete Pavement (Sta. 2376+00 to 2382+07.3)

All Required		Clearing and Grubbing		$ 100.00
2,000	yd. sta.	Short Overhaul	$ .01	20.00
100	Cyd.sta.	Long Overhaul	.40	40.00
0.11	mile	Finishing Roadbed and Slopes	350.00	38.50
1,600	cu. yds.	Selected Roadbed Topping	.60	960.00
800	yd. mi.	Hauling Roadbed Topping	.12	96.00
150	cu. yds.	3/4" - 0" Gravel in Shoulders	2.50	375.00
50	cu. yds.	3" - 0" Material in Cushion Course	2.50	125.00
		Sprinkling	1.50	75.00
30	M-gals.	Portland Cement Concrete Pavement	2.50	6,750.00
2,800	sq. yds.	Expansion Joints in Pavement	.20	60.00
300	lin. ft.	Contraction Joints	.04	68.00
1,700	lin. ft.	Pipe Dowels	.70	70.00
100	only	Roadside Grading With Bulldozer	8.00	80.00
5	hours	Roadside Grading With Blade	6.00	30.00
5	hours	Order	40.00	80.00
0.5	acre	Seeding		
		Subtotal		$ 8,657.50
		10% Engr. & Cont.		865.75
		Total		$ 9,523.25

		Length		0.115 mile	
		Cost per mile		$ 82,810.86	
		18' Asphaltic Concrete Pavement (N. Bound, Sta. 2382+07.3 to 2386+60.2) (E. Bound, Sta. 2382+07.3 to 2382+31.1)			
					$ 1,000.00
All Required		Clearing and Grubbing			
70	cu. yds.	Structural Excavation, Unclassified	$ 2.00		140.00
250	cu. yds.	Trench Excavation, Unclassified	2.00		500.00
3,000	cu. yds.	General Excavation, Unclassified	.50		1,500.00
65,000	yd. stas.	Short Overhaul	.01		650.00
900	C-yd.stas.	Long Overhaul	.50		450.00
0.75	mile	Finishing Roadbed and Slopes	1,000.00		750.00
50	lin. ft.	12" Sewer Pipe	1.25		62.50
60	lin. ft.	Extra for Installing Pipe Under Pavement	1.00		60.00
	lin. ft.	8" Concrete Drain Pipe	1.00		20.00
420	lin. ft.	12" Concrete Pipe	1.50		630.00
30	lin. ft.	18" Concrete Pipe	2.50		75.00
20	lin. ft.	18" Corr. Metal Pipe	2.50		50.00
90	lin. ft.	Salvaging Culvert Pipe	1.00		90.00
10	only	Concrete Catch Basins	30.00		300.00
280	lin. ft.	2" Galv. Water Pipe	1.00		280.00
136	cu. yds.	Concrete Curbs	35.00		4,760.00
0.3	M-FBM	Timber Handrail	100.00		30.00
2	cu. yds.	Class "A" Concrete in Miscellaneous Structures	35.00		70.00
22	cu. yds.	Concrete Traffic Separators	35.00		770.00
3	only	Concrete Light Pedestals	30.00		90.00
All Required		Constructing Recesses for Traffic Control Markers			200.00
360	lin. ft.	3/4" Electrical Conduit	.40		144.00
150	lin. ft.	1" Electrical Conduit	.50		75.00
360	lin. ft.	1½" Electrical Conduit	.60		216.00
7,900	cu. yds.	Selected Roadbed Topping	.60		4,740.00
7,900	yd. mi.	Hauling Roadbed Topping	.12		948.00
1,000	cu. yds.	1½" - 0" Gravel in Leveling Course	2.50		2,500.00
50	cu. yds.	Rock in Footpath Foundation Course	2.50		125.00
500	cu. yds.	3/4" - 0" Gravel in Shoulders	2.50		1,250.00
300	M-gals.	Sprinkling	1.50		450.00
3,450	tons	Class "B" Asphaltic Concrete	6.50		22,425.00
870	tons	Class "C" Asphaltic Concrete	6.50		5,655.00
60	cu. yds.	Furnishing and Placing Aggregates	4.00		240.00
8	tons	Furnishing and Placing 151-200 Asphalt	40.00		320.00
10	hours	Roadside Grading With Bulldozer	8.00		80.00
10	hours	Roadside Grading With Blade Grader	6.00		60.00
2.0	acres	Seeding	40.00		80.00
					$ 51,525.50

Culvert (Loc. Sta. 16+68)

All Required				
216	cu. yds.	Shoring, Cribbing, Etc.		$ 100.00
93	cu. yds.	Structural Excavation	$ 2.00	220.00
12	tons	Class "A" Concrete	25.00	2,375.00
1	Item	Furnishing and Placing 1½"-0" Asphalt		$ 2,695.00
		Roadway		
			Subtotal	$ 34,220.50
			10% Engr. & Cont.	3,422.05
			Total	$ 37,642.55
		Length		0.142 mile
		Cost per mile		$ 420,017.95

100' Asphaltic Concrete Pavement (E. Bound, Sta. 2389+60.2 to 2393+97.7 = 134+37.5 to 138+76.0 (S. Bound, Sta. 2392+31.1 - 13+56.9 to 9+26.9 = 108+86.3 to 92+67)

All Required				
800	lin. ft.	Clearing and Grubbing		$ 1,000.00
30	sq. yds.	Removal of Curbs	$ .50	40.00
630	cu. yds.	Removal of Walks	.40	12.00
		Structural Excavation, Unclassified	2.00	$ 1,260.00
50	cu. yds.	Trench Excavation, Unclassified	2.00	100.00
6,000	cu. yds.	General Excavation, Unclassified	.50	3,000.00
.67	mile	Finishing Roadbed and Slopes	1,000.00	$ 670.00
250	lin. ft.	8" Sewer Pipe	1.00	250.00
450	lin. ft.	12" Sewer Pipe	1.25	337.50
600	lin. ft.	15" Sewer Pipe	1.75	1,050.00
300	lin. ft.	18" Sewer Pipe	2.25	675.00
40	lin. ft.	Extra for Installing Pipe Under Pavement	1.00	40.00
30	lin. ft.	8" Concrete Drain Pipe	1.00	30.00
80	lin. ft.	12" Concrete Pipe	1.50	120.00
80	lin. ft.	36" Concrete Pipe	6.50	520.00
15	only	Concrete Catch Basins	30.00	$ 450.00
6	only	Concrete Manholes	150.00	900.00
264	cu. yds.	Concrete Curbs	55.00	2,200.00
46	cu. yds.	Concrete Retaining Walls	58.00	2,668.00
0.50	M-BM	Timber Handrail	100.00	50.00
6,800	cu. yds.	Selected Roadbed Topping	.60	4,080.00
6,800	yd. mi.	Hauling Roadbed Topping	.12	816.00
1,200	cu. yds.	1½" - 0" Gravel in Leveling Course	2.50	3,000.00
200	cu. yds.	Rock in Footpath Foundation Course	2.50	500.00

100	cu. yds.	3/4" - 0" Gravel in Shoulders	$ 2.50	$ 250.00
200	M-gals.	Sprinkling	1.50	300.00
3,950	tons	Class "B" Asphaltic Concrete	6.50	25,675.00
870	tons	Class "C" Asphaltic Concrete	6.50	5,655.00
170	cu. yds.	Furnishing and Placing Aggregates	4.00	680.00
12	tons	Furnishing and Placing 151-200 Asphalt	40.00	480.00
1	acre	Seeding	40.00	40.00
			Subtotal	$ 63,030.90
			10% Engr. & Cont.	6,303.05
			Total	$ 69,333.95
		Length	0.276 mile	
		Cost per mile	$251,208.51	

Bear Creek Bridge (Sta. 2368+42 to 2371+02.5)

1,300	lin. ft.	Treated Trestle Piling	$ 1.10	$ 1,430.00
44	only	Drive Treated Piles	25.00	1,100.00
10	M-FBM	Treated Lumber in Substructure	150.00	1,500.00
270	lin. ft.	Treated Trestle Superstructure	45.00	12,150.00
			Subtotal	$ 16,180.00
			10% Engr. & Cont.	1,618.00
			Total	$ 17,798.00
		Length	.049 mile	

SUMMARY OF FUNDS REQUESTED

Item	Total Cost	Access Road Funds	State Funds
Lands, Right of Way, Easements	$ 50,000.00	$ 43,537.85	$ 6,462.15
22' P. C. Pavement	567,407.50	494,071.00	73,336.50
46' P. C. Pavement	9,523.25	8,292.00	1,231.25
48' Asphaltic Pavement	59,642.55	51,934.00	7,708.55
100' Asphaltic Concrete Pavement	69,333.95	60,372.00	8,961.95
Bear Creek Bridge	17,798.00	15,498.00	2,300.00
	$773,704.85	$673,704.85	$100,000.00

...way (Antelope Creek-Medford Section)

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

Sheet 1 of 2 Sheets

Estimate of Materials Required for Roadway
(To Accompany P.S. & E.)

Starting Date (Est.) April 10, 1942 State Oregon

Completion Date (Est.) August 31, 1942 Project No. DA-[illegible] A

Estimated Total Cost Roadway $[illegible] Length: Miles 8.[illegible]

Code	Material Item	Unit	Quantity	Code	Material Item	Unit	Quantity
1	Cement	Bbl.	[illegible]	6	Metal culvert pipe	Lb.	[illegible]
2	Aggregates	Cy.	[illegible]	7	Reinforcing steel	Lb.	
3	Bituminous mat.	Gal.	[illegible]	8	Structural steel	Lb.	
4	Lumber	M.	[illegible]	10	Explosives	Lb.	[illegible]
5	Timber piling	Lft.					

PR 46

Bridge (Antelope Creek-Helfert Section)

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

Sheet 2 of 2 Sheets

Estimate of Materials Required for Roadway
(To Accompany P.S. & E.)

Starting Date (Est.) April 10, 1942 State Oregon

Completion Date (Est.) Aug. 31, 1942 Project No. S4-WR 4

Estimated Total Cost Bridge $ 17,728.00 Length: Miles .049

Code	Material Item	Unit	Quantity	Code	Material Item	Unit	Quantity
1	Cement	Bbl.		6	Metal culvert pipe	Lb.	
2	Aggregates	Cy.		7	Reinforcing steel	Lb.	
3	Bituminous mat.	Gal.		8	Structural steel	Lb.	
4	Lumber	M.	107	10	Explosives	Lb.	
5	Timber piling	Lft.	1,300				

PR 46

Roadway (Antelope Creek-Kelford Section)

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

Sheet 1 of 2 Sheets

Estimate of Materials Required for Roadway
(To Accompany P.S. & E.)

Starting Date (Est.) April 1, 1942 State Oregon

Completion Date (Est.) August 31, 1942 Project No. DA-OR 4

Estimated Total Cost Roadway $ 6,608.83 Length: Miles 8.393

Code	Material Item	Unit	Quantity	Code	Material Item	Unit	Quantity
1	Cement	Bbl.	36,000	6	Metal culvert pipe	Lb.	320
2	Aggregates	Cy.	34,000	7	Reinforcing steel	Lb.	
3	Bituminous mat.	Gal.	15,600	8	Structural steel	Lb.	
4	Lumber	M.	300	10	Explosives	Lb.	50,000
5	Timber piling	Lft.					

PR 46

Bridge (Antelope Creek-Medford Section)

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

Sheet 2 of 2 Sheets

Estimate of Materials Required for Roadway
(To Accompany P.S. & E.)

Starting Date (Est.) April 1, 1942 State Oregon

Completion Date (Est.) August 31, 1942 Project No. DA-OR 4

Estimated Total Cost Bridge $ 17,809.00 Length: Miles .043

Code	Material Item	Unit	Quantity	Code	Material Item	Unit	Quantity
1	Cement	Bbl.		6	Metal culvert pipe	Lb.	
2	Aggregates	Cy.		7	Reinforcing steel	Lb.	
3	Bituminous mat.	Gal.		8	Structural steel	Lb.	
4	Lumber	M.	105	10	Explosives	Lb.	
5	Timber piling	Lft.	1,300				

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March 12, 1942

Mr. R. L. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland, Oregon

Dear Sir:

We are enclosing herewith five copies each of special provision pages, number 11 of the North Unit and number 36 of the South Unit, Antelope Creek-Medford Section, Federal Access Road Project No. DA-ER 4.

These pages contain revised specifications for expansion joint materials if the contractor elects to not use the mixture of rubber latex and SC-6 road oil called for in the standard specification form.

Very truly yours,

R. H. BALDOCK
Chief Engineer

By

S. H. Probert
Office Engineer

Dictated by J. F. Nash/ER

Encl.

Oregon State Highway Department

Federal Access Road
Project No. DA-OR 4

ANTELOPE CREEK-MEDFORD SECTION OF THE CRATER LAKE AND PACIFIC HIGHWAY IN JACKSON COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, March 10, 1942

		Lands, Rights of Way, Easements			$ 30,000.00
		CONSTRUCTION (NORTH UNIT, ANTELOPE CR.-MEDFORD)			
		22' P. C. Concrete Pavement (Sta. 1952+60 to 2197+40)			
All Required		Clearing and Grubbing			$ 3,400.00
1,550	cu. yds.	Structural Excavation, Unclassified	$ 1.50		
1,500	cu. yds.	Trench Excavation, Unclassified	1.50		
108,000	cu. yds.	General Excavation, Unclassified	.35	37,800.00	
325,000	yd. sts.	Short Overhaul	.01	3,250.00	
3,750	C-yd.-sts.	Long Overhaul	.40	1,500.00	
4,200	lin. ft.	Rounding Cutbanks	.10	420.00	
4.53	miles	Finishing Roadbed and Slopes	350.00	1,585.50	
200	lin. ft.	8" Perforated Cone. Drain Pipe	1.25	250.00	
10	lin. ft.	12" Concrete Pipe	1.50	15.00	
1,370	lin. ft.	18" Concrete Pipe	2.50	3,425.00	
200	lin. ft.	36" Concrete Pipe	6.50	1,300.00	
240	lin. ft.	18" Concrete Siphon Pipe	3.00	720.00	
30	cu. yds.	Rock or Gravel Backfill in Drains	2.00	60.00	
9	cu. yds.	Concrete End Rsgins	30.00	270.00	
[illegible]	M-FBM	Treated Lumber in Box Culverts	125.00	2,500.00	
44,900	cu. yds.	Selected Roadbed Topping	.60	26,940.00	
158,000	yd. mi.	Hauling Roadbed Topping	.11	16,780.00	
6,250	cu. yds.	3/4" - 0" Gravel in Shoulders	2.00	12,500.00	
1,650	cu. yds.	4" - 2" Material in Cushion Course	2.00	3,300.00	
1,350	M-gals.	Sprinkling	1.50	2,025.00	
58,400	sq. yds.	Portland Cement Concrete Pavement	2.20	128,480.00	
4,600	lin. ft.	Expansion Joints in Pavement	.20	920.00	

34,100	lin. ft.	Contraction Joints	$ .04	$ 1,244.00
2,130	only	Pipe Dowels	.20	426.00
1,270	cu. yds.	Furnishing and Placing Aggregates	4.00	1,080.00
17	tons	Furnishing and Placing 1½-200 Asphalt	30.00	510.00
9	tons	Furnishing and Placing RC-3 or Emulsified Asphalt	30.00	270.00
45	hours	Roadside Grading with Bulldozer	8.00	360.00
45	hours	Roadside Grading with Blade Grader	6.00	270.00
21.5	acres	Seeding	15.00	322.50
				$263,[illegible].00

CONSTRUCTION (SOUTH UNIT, ANTELOPE CR.-MEDFORD)

22' P. C. Concrete Pavement (Sta. 2197+40 to 2376+08)

				$ 2,500.00
All Required		Clearing and Grubbing		
1,200	cu. yds.	Structural Excavation, Unclassified	$ 1.50	1,800.00
1,100	cu. yds.	Trench Excavation, Unclassified	1.50	1,650.00
115,000	cu. yds.	General Excavation, Unclassified	.35	40,250.00
483,000	yd. sta.	Short Overhaul	.01	4,830.00
14,000	C-yd.-sta.	Long Overhaul	.40	5,600.00
6,000	lin. ft.	Rounding Cutbanks	.10	600.00
3.33	miles	Finishing Roadbed and Slopes	350.00	1,165.50
250	lin. ft.	8" Concrete Drain Pipe	1.00	250.00
200	lin. ft.	8" Perforated Concrete Drain Pipe	1.25	250.00
370	lin. ft.	18" Concrete Pipe	2.50	1,425.00
280	lin. ft.	24" Concrete Pipe	4.00	1,120.00
170	lin. ft.	36" Concrete Pipe	6.50	1,105.00
230	lin. ft.	18" Concrete Siphon Pipe	3.00	690.00
320	lin. ft.	24" Concrete Siphon Pipe	5.00	1,600.00
30	cu. yds.	Rock or Gravel Backfill in Drains	2.00	60.00
50	cu. yds.	Concrete End Basins	30.00	1,500.00
40	M-FBM	Treated Lumber in Box Culverts	125.00	5,000.00
All Required		Taking Up and Reconstructing Railroad Tracks		750.00
30	M-FBM	Railroad Ties	80.00	2,400.00
1,050	cu. yds.	Railroad Ballast in Place	2.00	2,100.00
33,700	cu. yds.	Selected Roadbed Topping	.60	20,220.00
86,700	yd. mi.	Hauling Roadbed Topping	.11	9,537.00
4,750	cu. yds.	1/4" - 6" Gravel in Shoulders	2.00	9,500.00
1,250	cu. yds.	¼" - 6" Material in Cushion Course	2.00	2,500.00
			1.50	1,725.00
1,150	M-gals.	Sprinkling	2.20	95,920.00
43,600	sq. yds.	Portland Cement Concrete Pavement		

3,400	lin. ft.	Expansion Joints in Pavement	$ .20	$ 680.00
23,300	lin. ft.	Contraction Joints	.04	932.00
1,570	only	Pipe Dowels	.20	314.00
50	cu. yds.	Furnishing and Placing Aggregate	4.00	200.00
3	tons	Furnishing and Placing 151-200 Asphalt	30.00	90.00
1	ton	Furnishing and Placing RC-3 or Emulsified Asphalt	30.00	30.00
33	hours	Roadside Grading with Bulldozer	8.00	264.00
33	hours	Roadside Grading with Blade Grader	16.00	528.00
16.5	acres	Seeding	15.00	247.50
				$219,861.00
		Subtotal		$483,169.00
		10% Engr. & Cont.		48,316.90
		Total		$531,485.90
		Length of Roadway	7.860 miles	
		Cost per Mile	$ 67,619.07	

46' P. C. Concrete Pavement (Sta. 2376+00 to 2402+07.3)

All Required		Clearing and Grubbing		$ 100.00
2,000	yd. sta.	Short Overhaul	$ .01	20.00
100	C-yd.Stas.	Long Overhaul	.40	40.00
0.11	mile	Finishing Roadbed and Slopes	350.00	38.50
6	ea. yds.	Concrete Traffic Seperators	30.00	180.00
All Required		Constructing Recesses for Traffic Control Markers (2%)		2.00
1,600	cu. yds.	Selected Roadbed Topping	.60	960.00
1,600	yd. mi.	Hauling Roadbed Topping	.11	176.00
150	cu. yds.	3/4" - 0" Gravel in Shoulders	2.00	300.00
50	cu. yds.	4" - 0" Material in Subbase Course	2.00	100.00
			1.50	75.00
50	M-gals.	Sprinkling	2.20	6,050.00
2,750	sq. yds.	Portland Cement Concrete Pavement	.20	50.00
250	lin. ft.	Expansion Joints in Pavement	.04	64.00
1,600	lin. ft.	Contraction Joints	.20	20.00
100	only	Pipe Dowels	8.00	40.00
5	hours	Roadside Grading with Bulldozer	6.00	30.00
5	hours	Roadside Grading with Blade Grader	15.00	7.50
0.5	acre	Seeding		
		Subtotal		$ 8,252.00
		10% Engr. & Cont.		825.30
		Total		$ 9,078.30

1,000	lin. ft.	Contraction Joints	$ .04	$ 40.00
60	only	Pipe Bowels	.20	12.00
3,000	tons	Class "B" Asphaltic Concrete	6.00	18,000.00
460	tons	Class "C" Asphaltic Concrete	6.00	2,760.00
100	sq. yds.	Furnishing and Placing Aggregates	4.00	400.00
8	tons	Furnishing and Placing 151-200 Asphalt	30.00	240.00
2	tons	Furnishing and Placing RS-3 or Emulsified Asphalt	30.00	60.00
10	hours	Roadside Grading with Bulldozer	8.00	80.00
10	hours	Roadside Grading with Blade Grader	6.00	60.00
2.0	acres	Seeding	15.00	30.00
		Subtotal		$ 48,220.00
		10% Engr. & Cont.		4,822.00
		Total		$ 53,042.00
		Length	0.142 mile	
		Cost per mile	$ 373,535.21	

100' Dual Type Pavement (Sc Bound. Sta. 2389+60.2 to 2389+94.7 - 14+55.8 to 0+34) (Sc Bound. Sta. 2392+31.1 - 13+66.9 to 9+26.9 - 10+86.3 to 92+67)

All Required		Clearing and Grubbing		$ 600.00
200	lin. ft.	Removal of Curbs	$ .10	20.00
30	sq. yds.	Removal of Walks	.20	6.00
630	cu. yds.	Structural Excavation, Unclassified	1.50	945.00
50	cu. yds.	Trench Excavation, Unclassified	1.50	75.00
6,000	cu. yds.	General Excavation, Unclassified	.35	2,100.00
.67	mile	Finishing Roadbed and Slopes	350.00	234.50
250	lin. ft.	6" Sewer Pipe	1.00	250.00
1,430	lin. ft.	12" Sewer Pipe	1.25	1,787.50
600	lin. ft.	15" Sewer Pipe	1.75	1,050.00
300	lin. ft.	18" Sewer Pipe	2.25	675.00
40	lin. ft.	Extra for Installing Pipe Under Pavement	1.00	40.00
30	lin. ft.	8" Concrete Drain Pipe	1.00	30.00
80	lin. ft.	12" Concrete Pipe	1.50	120.00
80	lin. ft.	36" Concrete Pipe	6.50	520.00
15	only	Concrete Catch Basins	30.00	450.00
6	only	Concrete Manholes	100.00	600.00
264	cu. yds.	Concrete Curbs	30.00	7,920.00
46	cu. yds.	Concrete Retaining Walls	30.00	1,380.00
0.50	M-FBM	Timber Handrail	80.00	40.00

6,000	cu. yds.	Selected Roadbed Topping	$ .60	$ 3,600.00
6,000	yd. mi.	Hauling Roadbed Topping	.11	660.00
1,200	cu. yds.	1½" - 0" Gravel in Leveling Course	2.00	2,400.00
200	cu. yds.	Rock in Footpath Foundation Course	2.00	400.00
100	cu. yds.	3/4" - 6" Gravel in Shoulders	2.00	200.00
250	cu. yds.	6" - 8" Material in Cushion Course	2.00	500.00
200	M-gals.	Sprinkling	1.50	300.00
7,050	sq. yds.	Portland Cement Concrete Pavement	2.20	17,270.00
600	lin. ft.	Expansion Joints in Pavement	.20	120.00
4,400	lin. ft.	Contraction Joints in Pavement	.04	176.00
270	only	Pipe Dowels	.20	54.00
2,000	tons	Class "B" Asphaltic Concrete	6.00	12,000.00
740	tons	Class "S" Asphaltic Concrete	6.00	4,440.00
170	cu. yds.	Furnishing and Placing Aggregates	4.00	680.00
13	tons	Furnishing and Placing 151-200 Asphalt	30.00	390.00
3	tons	Furnishing and Placing RC-3 or Emulsified Asphalt	30.00	90.00
1	acre	Seeding	15.00	15.00
			Subtotal	$ 61,085.00
			10% Engr. & Cont.	6,108.80
			Total	$ 67,196.80
		Length	0.276 mile	
		Cost per mile	$ 243,466.66	

Bear Creek Bridge (Sta. 2368+42 to 2371+02.5)

1,300	lin. ft.	Treated Trestle Piling	~~$ 1.30~~ 1.20	~~$ 1,690.00~~ 1950.
44	only	Drive Treated Piling	25.00	1,100.00
10	M-FBM	Treated Lumber in Substructure	125.00	1,250.00
270	lin. ft.	Treated Trestle Superstructure	45.00	12,150.00
			Subtotal	$ 16,190.00
			10% Engr. & Cont.	1,619.00
			Total	$ 17,809.00
		Length	.049 mile	

SUMMARY OF FUNDS REQUIRED

Item	Total Cost	Access Road Funds	State Funds
Lands, Right of Way, Easements	$ 50,000.00	$ 43,138.00	$ 6,862.00
22' P. C. Pavement	531,485.90	458,541.00	72,944.90
16' P. C. Pavement	9,078.38	7,832.00	1,246.38
18' Asphaltic Pavement	53,042.00	45,762.00	7,280.00
18' Dual Type Pavement	67,196.80	57,974.00	9,222.80
Bear Creek Bridge	17,809.00	15,365.00	2,444.00
	$728,612.00	$628,612.00	$100,000.00

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN
PORTLAND
HURON W. CLOUGH, MEMBER
CANYONVILLE
HERMAN OLIVER, MEMBER
JOHN DAY

102-WR-4

OREGON
STATE HIGHWAY COMMISSION

R. N. BALDOCK, CHIEF ENGINEER
C. B. McCULLOUGH, ASS'T CHIEF ENGINEER
J. M. DEVERS, CHIEF COUNSEL
H. B. GLAISYER, SECRETARY

SALEM

March 23, 1942

IN REPLY PLEASE REFER TO FILE NO.

Mr. W. H. Lynch
District Engineer
Public Roads Administration
Post Office Box 2900
Portland, Oregon

Attention: Mr. Tom Davis

Dear Sir:

Herewith are three copies of resolution adopted by the City Council of Medford, relative to traffic and encroachments at the north entrance to Medford, where the proposed revision of the Crater Lake Highway and Pacific Highway intersect, being Project DA-NR-4.

Very truly yours,

R. N. BALDOCK
Chief Engineer

By Oscar Cutler

Oscar Cutler
Asst. Staff Engineer

OCins

Encl.

Mr. Nash. ✓

Tom

RECEIVED
APR 8 1942
FOR FILING
DA-WR-4

March 17, 1942

Mr. H. E. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland, Oregon

Dear Sir:

This is to inform you that the State, at its own expense, will install reflectorized advance warning signs and reflectorized cross-buck signs at the logging railway grade crossing with the Pacific Highway which is within the limits of the Antelope Creek-Redford Access Road Project, Project No. [illegible].

Very truly yours,

H. H. BALDOCK
Chief Engineer

By

E. E. Probert
Office Engineer

EEP:RR

cc Mr. L. D. Lytle
Mr. T. O. Waldron

FORM E-100X 000 10-40

COMMISSIONERS
HENRY F. CABELL, Chairman
PORTLAND
HURON W. CLOUGH, Secretary
CANYONVILLE
HERMAN OLIVER, Member
JOHN DAY

RECEIVED
MAR 19 1942
FOR FILING

DA-WR-4

OREGON
STATE HIGHWAY COMMISSION

R. H. BALDOCK, CHIEF ENGINEER
C. B. McCULLOUGH, ASST. CHIEF ENGINEER
J. M. DEVERS, CHIEF COUNSEL
H. B. GLAISYER, SECRETARY

OFFICE OF JOHN BEAKEY, TRAFFIC ENGINEER
SALEM

March 17, 1942

IN REPLY PLEASE REFER TO FILE NO.

Mr. W. H. Lynch
District Engineer
Public Roads Administration
Post Office Building
Portland, Oregon

Dear Sir:

Please furnish three copies of the map for the predicted traffic flow at the junction of the Crater Lake and Pacific Highways.

In compliance with your request of March 13, we are sending under separate cover three copies of a map showing the predicted traffic flow at the junctions of the Crater Lake and Pacific Highways.

These maps are to supplement the P. S. & E. documents for Oregon Federal Access Road No. DA-WR-4, the Antelope Creek-Medford section of the Pacific Highway.

Very truly yours,
District Engineer

R. H. Baldock
Chief Engineer

By

John Beakey
Traffic Engineer

JB:VC
cc S. H. Probert

RECEIVED
MAR 16 1942
FOR FILING

DA-WD-4

March 13, 1942

Public Roads Administration
Box 3900
Portland, Oregon

Gentlemen:

Subject: Bedford Contonment
PAP No. DA-WD-4

In response to your telephoned instructions of this date, we have revised the preference rating request for the above-named project. The revisions now consist of the elimination of request for preference rating on the corrugated iron pipe and the traffic signal system.

The revised application is enclosed herewith.

Yours very truly,

H. L. Baldwin
District Engineer

Enclosure
Copy
cc: Public Roads Administration (3)
H. L. Baldwin

March 13, 1942

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Please furnish three copies of the map for the predicted traffic flow at the junction of the Crater Lake and Pacific Highways.

This information is necessary to supplement the P.S.& R. documents for Oregon Federal Accss Road No. DA-[illegible]-4, the Antelope Creek-Medford section of the Pacific Highway.

Very truly yours,

W. H.LYNCH
District Engineer

RECEIVED
MAR 16 1942
FOR FILING

[illegible]

March 13, 1942

Public Roads Administration
Box 7900
Portland, Oregon

Gentlemen:

We are enclosing four copies of Form PR-1a, application for preference rating for equipment to be used in the installation of an automatic traffic signal system at the intersection of the Center Lake Highway and the Pacific Highway at the north limits of the City of Medford. This intersection is to be constructed as a part of Federal Aid Project No. [illegible].

We plan to install the signal system with state forces, but find that we need a preference rating to obtain the necessary materials.

Yours very truly,

R. H. Baldock
State Engineer

RHB:MM
Encl.
cc: Public Roads Administration (3)
C. A. Gardner

RECEIVED
MAR 13 1942
FOR FILING

DA-WR-4

March 12, 1942

Public Roads Administration
Box 7900
Portland, Oregon

Gentlemen:

Subject: Bedford Contonment
PAP No. DA-WR-4

We are enclosing six copies of an application for highway project preference rating order to aid us in securing critical materials necessary in the construction of the above-named project. This application has been prepared in accordance with the instructions contained in General Administrative Memorandum No. 148. We trust you will find it in order.

Immediate action on this would be appreciated, as we are calling for bids to be received on the project on March 19 and will require that the contractor start work as soon as possible after the contract is awarded. The contractor will need the preference rating as soon as he starts work.

The list of critical materials in this application includes material for an automatic traffic control signal set-up. We are enclosing one print of a traffic flow map of the intersection, indicating the estimated number of vehicles that will use the intersection. We plan to install this equipment with state forces and not as a part of the contract work.

Yours very truly,

S. E. Baldock
Chief Engineer

CAB:EM
Enc.
cc: Public Roads Administration (5)
C. A. Gardner

RECEIVED
MAR 2 1942
FOR FILING

DA-WR-4

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

March 7, 1942

POST OFFICE BUILDING
PORTLAND, OREGON

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

P.S. & E. documents for Oregon Federal Access Road No. DA-WR-4, the Antelope Creek-Medford Section of the Crater Lake and Pacific Highway, have today been recommended for approval, subject to final review and approval by the Commissioner of Public Roads. This is your authority for advertising.

The funds for this project as set up by the project statement were $570,000 Federal and $100,000 State, or a total of $670,000, which included $50,000 for right of way. The P.S. & E. estimate now submitted is $728,612, including $50,000 for right of way, or an increase in the construction estimate of $58,612.

At the conference held in Col. Moore's office, it was estimated that the portion near the north city limits of Medford would cost approximately $60,000. It is noted that this portion is now estimated at $120,000 or about the difference between the amount set up by the project statement and the P.S. & E. estimate.

We will be unable to concur in award of this project until the difference between the amount set up by the project statement and the contract price plus 10% and right of way costs is provided for.

It is noted that the Wye track of the Pacific and Eastern Railway is to be reconstructed by the contractor. The specifications provide for the use of new ties. While this is an access road project there may be some prohibition as to the payment for new ties. We should be furnished with copies of the agreement between the Railroad Company and the State.

It is requested that a letter agreeing to install reflectorized cross buck signs at the railroad grade crossing be submitted at an early date.

The use of the Chemonite Salts treatment is recommended for approval with the understanding that if its use is required on the basis of the low bid this will be considered as an experimental project.

March 7, 1942

Mr. Baldock

Opposite Sta. 16468 we notice that the irrigation canal is in an open ditch. It would seem desirable to have extended the culvert across this section of approximately 50 ft. and covered with soil so as to eliminate the open ditch, which we have found unsightly on some projects. Would suggest that on future projects involving these characteristics that some remedial measures be investigated.

Concurrence in award will be withheld pending receipt of advice that the right to enter and occupy the rights of way have been obtained.

Very truly yours,

W. H. LYNCH
District Engineer

RECEIVED
FOR

March 7, 1942

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

P.R. & R. documents for Oregon Federal Access Road No. 24-WR-4, the Antelope Creek-Medford Section of the Crater Lake and Pacific Highway, have today been recommended for approval, subject to final review and approval by the Commissioner of Public Roads. This is your authority for advertising.

The funds for this project as set up by the project statement were $570,000 Federal and $100,000 state, or a total of $670,000, which included $50,000 for right of way. The P.R. & R. estimate now submitted is $728,612, including $50,000 for right of way, or an increase in the construction estimate of $58,612.

At the conference held in Col. Moore's office, it was estimated that the portion near the north city limits of Medford would cost approximately $60,000. It is noted that this portion is now estimated at $120,000 or about the difference between the amount set up by the project statement and the P.R. & R. estimate.

We will be unable to concur in award of this project until the difference between the amount set up by the project statement and the contract price plus 10% and right of way costs is provided for.

It is noted that the Wye track of the Pacific and Eastern Railway is to be reconstructed by the contractor. The specifications provide for the use of new ties. While this is an access road project there may be some prohibition as to the payment for new ties. We should be furnished with copies of the agreement between the Railroad Company and the State.

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March 7, 1942

Mr. Baldock

Opposite Sta. 16+68 we notice that the irrigation canal is in an open ditch. It would seem desirable to have extended the culvert across this section of approximately 50 ft. and covered with soil so as to eliminate the open ditch, which we have found unsightly on some projects. Would suggest that on future projects involving these characteristics that some remedial measures be investigated.

Concurrence in award will be withheld pending receipt of advise that the right to enter and occupy the rights of way have been obtained.

Very truly yours,

W. N. LYNCH
District Engineer

RECEIVED
MAR 1 1942
FOR FILING

DA-WR-4

STANDARD TIME INDICATED
RECEIVED 675 STATE STREET
PHONE 6060
SALEM - OREGON
TELEPHONE YOUR TELEGRAMS TO POSTAL TELEGRAPH

Postal Telegraph

THIS IS A FULL RATE TELEGRAM, CABLEGRAM OR RADIOGRAM UNLESS OTHERWISE INDICATED BY SYMBOL IN THE PREAMBLE OR IN THE ADDRESS OF THE MESSAGE. SYMBOLS DESIGNATING SERVICE SELECTED ARE OUTLINED IN THE COMPANY'S TARIFFS ON HAND AT EACH OFFICE AND ON FILE WITH REGULATORY AUTHORITIES.

Form 16

R44 62/52 GOVT NL=NX PORTLAND ORE 5 1942 MAR 5 PM 7 21

R H BALDOCK=

STATE HIGHWAY ENGINEER SALEM ORE=

Medford Corvallis

PROJECT STATEMENTS OREGON DA-WR-4 AND DA-WR-5 FORMALLY CERTIFIED BY SECRETARY OF WAR AND APPROVED BY COMMISSIONER FEBRUARY 27. UNDERSTAND OREGON WILL CONTRIBUTE $100,000 ON DA-WR-4 AND ALSO ON DA-WR-5. THIS OFFICE IS PREPARED TO AUTHORIZE ADVERTISEMENT ON RECEIPT SATISFACTORY PS&E AND RIGHT OF ENTRY WITH RESPECT TO RIGHTS OF WAY NOT ACQUIRED=

LYNCH.

RECEIVED
MAR 7 1942
FOR FILING

DA-WR-4 DA-WR-5 27 $100,000 DA-WR-4 DA-WR-5.

DA-WR 4 N. Unit, Antelope Cr.-Medford 1942
Sec., Crater Lake Hwy.
#2566

RECEIVED
JUN 11 19
FOR FILING

DA-WRO 4

June 10, 1943

Lucke Brothers
7923 N. E. Halsey
Portland, Oregon

Gentlemen:

The State Highway Commission, at its meeting on May 11, 1943, granted you the extension of time requested from August 31 to December 20, 1943, thereby granting in connection with contract No. 2966 for construction of the North Bank, Drainage Crossfall Section of the Detour Lake Highway, in Jackson County.

Very truly yours,
STATE HIGHWAY COMMISSION

By

MK Secretary

cc - L. H. Lytle

RECEIVED
MAY 17 1943
FOR FILE

DA-WR 4

May 15, 1943

Great American Indemnity Company
Harvey Wells-Reed Insurance Agency
Failing Building
Portland, Oregon

Gentlemen:

You are hereby notified that state highway contract No. 2566 for work on the North Unit, Antelope Creek-Medford Section of the Crater Lake Highway, in Jackson County, has been completed by the contractor, Burke Bros., and that final payment in the amount of $12,575.14 will be made on or after May 25, 1943.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues, or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

For your information we wish to advise that the total contract amount is $325,992.92, of which amount $20.46 represents the amount of force account items. This contract was completed on December 22, 1942, and accepted by the Commission on May 11, 1943.

This notice is served upon you since you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary

MB

NOTED
A. L. MONSON

May 15, 1943

[illegible]
[illegible]
[illegible]
[illegible]

Gentlemen:

You are hereby notified that state highway contract No. [illegible] for [illegible] in [illegible] County, was duly [illegible] on [illegible], and that [illegible] days, and that [illegible] on or after May 25, 1943.

The state is not advised of any unpaid claims for labor or materials or of any [illegible] in connection with [illegible], but if claims [illegible] you are advised that such claims should [illegible] by you.

For your information we wish to advise that the total contract amount [illegible], of which amount [illegible] force account items [illegible] and [illegible] on May 11, 1943.

This notice is served upon you since you appear [illegible] on the bond furnished by the above contractor. [illegible] this letter.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary

NOTED
A. L. MOMSON

RECEIVED
MAY 18 1943
FOR FILING

A-WR F

May 14, 1943.

Mr. H. E. Lynch,
District Engineer,
Public Roads Administration,
P. O. Box 3720,
Portland, Ore.

Dear Sir:

Please find enclosed herewith four copies of Form B-1, Application #42, for Certificate of Necessity of use of Bituminous Road Material required by the Oregon State Highway Commission to complete the North Unit, Antelope Creek Section of the Crater Lake Highway between Medford and Camp White, Project No. One. DA-OR-4.

This application replaces Application #3, which expired Dec. 31, 1942, before the work was done. The oiling work on this contract will be done by the Oregon State Highway forces this Spring, as the contractor has moved out.

Yours very truly,

R. H. BALDOCK,
State Highway Engineer.

RECEIVED
MAY 4 1943
FOR FILING

DH-WR 4

May 3rd, 1943

Mr. R. E. Smith
District Engineer
Public Roads Administration
P. O. Box 3900
Portland, Oregon

Dear Sir:

Will you kindly concur in an extension of time for Lake Inverness, contractors on the North Bend-Antelope Creek-Bridge Section of the Coast Lake Highway, Contract No. 2566, DH-WR-4, from August 31st, 1942 to December 31st, 1942.

The delay in finishing this work was caused by abnormal wet conditions - the inability to get equipment and materials due to the priority operations on the Camp Adair project itself, since the railroad embankments were delivering all sand and gravel which they produced to the camp until shortly before paving started on this job.

The extension is, therefore, recommended without penalty.

Very truly yours,

R. H. Baldock
State Highway Engineer

H

cc to: H. G. Smith

RECEIVED
APR 19 1943
FOR FILING
DA-WR 4

April 17, 1943

Great American Indemnity Company
Harvey Wells-Reed Insurance Agency
Failing Building
Portland, Oregon

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to Berke Brothers on contract No. 2666, North Unit, Antelope Creek-Medford Section of the Crater Lake Highway, in Jackson County. This payment, in the amount of $16,271.03, will be made on or after April 27, 1943. The retained percentage is $9,693.33.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

Kindly acknowledge receipt of this letter.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

AM

NOTED
A. I. MONSON

Form E-1—SM—4-43

SP-WR ✓

OREGON STATE HIGHWAY COMMISSION
FIELD ENGINEER'S WEEKLY REPORT
FOR CONSTRUCTION PROJECTS ONLY

For Week Ending January 9, 19 43

Section North Unit -Antelope Creek - Medford

Highway Crater Lake

Contractor Berke Brothers

Date of contract March 20, 19 42

Date work started May 4, 19 42

Amount of contract $312,887.50

Estimated cost of completed project, exclusive of engineering $323,000.00

Per cent of contract completed, based on total contract price . . . . . 99 %

Engineering cost to date, $ 11,900, 3.8 %

Kind of work Grading and Paving

Section prefix 15 - 1130

Contract number 2566

Date of completion August 31, 19 42

Estimated date of completion , 19

Per cent of time elapsed 100 %

Date project was completed 12-22-42, 19

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Project complete except for oiling approaches. Negotiations are under way to purchase rock on hand from the contractor, and oil approaches by State Forces. Project will be reported complete upon receipt of approved work order.

Final estimate 75% complete on this project.

No further report will be made on this project.

RECEIVED
JAN 11 1943
C...

NOTED
E. M. BO...

Signed Jno Edwards

Address Medford Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	4.91	4.91			4.91
Miles partially completed	4.91	4.91			4.91
Miles completed	4.91	4.91			4.91
Total estimated quantities	131,000	58,000			65,488
Estimated quantities moved or placed to date	131,000	58,000			65,488
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

..... County, ...%; ..... County,.....%; ..... County, ...%; ..... County, ...%.

	NUMBER USED AND SECURED FROM				OTHER SOURCES	CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY			
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ....., Power graders ....., Rollers ....., Mixers ....., Crushing or screening plants.....

Compressors ....., Bulldozers ....., Sheep-foot rollers ....., ..., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

STATE PRINTING DEPT.

RECEIVED
JAN 5 1943
FOR FILING

DA-NR 4

January 4, 1943

Mr. W. H. Lynch
District Engineer
Public Roads Administration
Post Office Box 3900
Portland, Oregon

Dear Sir:

We are sending, under separate cover, three copies of real estate option signed by the Medford Corporation, owners of the Pacific and Eastern Railway, covering purchase of right of way for those portions of the Antelope Creek-Medford Section, Project No. DA-NR 4 (1), which crosses their property. Provision is made in the option for the construction of a passing track on the railroad right of way in lieu of constructing a new railroad wye to replace the existing one at approximate highway station 2564 which, due to the construction of the project, was required to be removed.

Very truly yours,

R. H. BALDOCK
Chief Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

RECEIVED
DEC 8 1942
FOR FILING

DA-WR-U

December 7, 1942

Shell Oil Company
1220 S. W. Morrison
Portland, Oregon

Attention: Frank J. Turner, Division Credit Mgr.

Gentlemen:

In reply to your inquiry of December 4, 1942, I wish to advise that Burke Brothers' contract, No. 2566, is approximately 90 per cent complete and that they have been paid $286,828.50 on this contract.

Very truly yours,

[redacted]

Secretary

RECEIVED
NOV 13 1942
FOR FILING

DA-WR 4

November 13, 1942

Pacific Portland Cement Company
417 Montgomery Street
San Francisco, California

Attention: H. D. O'Banion, Credit Manager

Gentlemen:

This acknowledges receipt of your letter of November 10, 1942, advising that you are furnishing materials to C. J. Montag & Sons to be used in the construction of the North Unit of the state highway to the Medford cantonment, and requesting information concerning this contract.

The contract to which you refer is state highway contract No. 2566, awarded to Berke Brothers, and is for grading and paving the North Unit, Antelope Creek-Medford Section of the Crater Lake Highway, in Jackson County. According to our records, C. J. Montag & Sons are subcontractors under Berke Brothers.

The specified date of completion, as given in the contract, was August 31, 1942; however, the anticipated date of completion is November 20, 1942.

The bond furnished by Berke Brothers was written by the Great American Indemnity Company for whom Harvey Wells-Reed Insurance Agency is local agent with offices in the Failing Building, Portland, Oregon.

Very truly yours,

Secretary

AM

TELEPHONE
GARFIELD 4100

CABLE ADDRESS "GOLDEN"
WESTERN UNION CODE

PACIFIC PORTLAND CEMENT COMPANY

MANUFACTURERS OF
GOLDEN GATE AND OLD MISSION BRANDS
PORTLAND AND PLASTIC WATERPROOF PORTLAND CEMENT
Empire-Standard-Reno Hardwall Plaster and Gypsum Products

TRADE-MARKS

417 MONTGOMERY STREET
SAN FRANCISCO, CALIFORNIA

November 10, 1942

Oregon State Highway Commission
Salem,
Oregon

Gentlemen:

We are furnishing material to C. J. Montag & Sons, Portland, to be used in connection with the construction of the North Unit of the State Highway to the Medford Cantonment.

Will you please advise the number of this contract, the time set for completion and the name of the company who wrote the bond for the general contractor.

A self-addressed, stamped envelope is enclosed for your reply.

Yours very truly,

PACIFIC PORTLAND CEMENT COMPANY

H. D. O'Banion
Credit Manager

REFERRED TO
Miss Morrison
BY SECRETARY
Prepare reply

HDO:vb

RECEIVED
NOV 11 1942

RECEIVED
FOR FILING
JA-WR 4

SHELL OIL COMPANY

September 17, 1942

Shell Oil Company
1220 S. W. Morrison St.
Portland, Oregon

Attention: Frank J. Hunter, Division Credit Mgr.

Gentlemen:

In reply to your inquiry of September 15, 1942, we advise that Burke Brothers' contract, No. 2566, is about 35 per cent complete. The contractor has been paid $96,922.87 to date.

Very truly yours,

Secretary

AM

SHELL OIL COMPANY
INCORPORATED
1220 S.W. MORRISON STREET
PORTLAND, OREGON
TELEPHONE ATwater 7321

September 15, 1942

Oregon State Highway Commission
Salem, Oregon

Attention: Mr. Glaisyer

Gentlemen:

Re: Berke Brothers
Contract #2566

It will be appreciated if you will tell us on what date this contract was completed and accepted by your office, or if the contract is not finished, please advise the percentage of completion and the amount of money paid to the contractor.

A self-addressed envelope is enclosed for your convenience.

Very truly yours,

SHELL OIL COMPANY
Incorporated

FRANK J. HURNER
Division Credit Manager

FJH:GL
Encl.

RECEIVED
SEP 17 1942

RECEIVED
MAY 9 1942
FOR FILING

DA-WR 4

#2566

May 8, 1942

Beebe Brothers
Rt. 1, Box 48
Jefferson, Oregon

Gentlemen:

Under regulations now in effect, we are unable to extend a preference rating to the purchase of the corrugated iron pipe listed on the purchase order which we are returning to you herewith.

Unless you can obtain the pipe without a preference rating, it will be necessary to make arrangements for the substitution of reinforced concrete pipe. The preference rating AA-4 can be extended to pipe of that class, if necessary.

Division Engineer K. D. Lytle will work out with you the arrangements for a substitution of the kind indicated.

The foregoing applies to the pipe required on the Antelope Creek-Medford Project.

Very truly yours,

S. H. BALDOCK
Chief Engineer

By

S. H. Probert
Office Engineer

SHP:ER

cc to H. G. Smith
K. D. Lytle
Tom Edwards

Encl.

7933 NORTHEAST HALSEY STREET

BERKE BROTHERS

GENERAL CONTRACTORS

PORTLAND, OREGON

Rt. 1, Box 48

Jefferson, Oregon

(Tel. 2-1154)

RECEIVED
MAY - 8 1942

May 7, 1942

Oregon State Highway Commission

State Office Building

Salem, Oregon

Gentlemen,

We are enclosing purchase order sheets for the corr. iron pipe needed on the Antelope Creek - Medford Section of the Crater Lake Highway.

We are unable to obtain this pipe without an A-1-J rating because of recent production curtailment orders.

The quantities ordered are not greater and the scheduled delivery dates are not earlier than actually necessary.

Yours truly,

Berke Bros.

by Paul A. Lewis

Plant Manager

RECEIVED
MAY 8 - 1942
STATE HIGHWAY COMMISSION

RECEIVED
APR 2 2 1942
FOR FILING
CA-WR 4

April 21, 1942

Burke Bros.
7920 N. E. Halsey Street
Portland, Oregon

Gentlemen:

We are sending you today by express a fully executed copy of contract No. 2566 which was awarded to you on March 20, 1942 by the State Highway Commission, covering grading and paving on the North Unit, Antelope Creek-Medford Section of the Crater Lake Highway, in Jackson County. This copy is for your records and files.

We are also sending an executed copy to the surety on your bond.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

MS

NOTED
D.G. DeSart

RECEIVED
APR 22 1942
FOR FILING

DA-WR 4

April 21, 1942

Great American Indemnity Company
Harvey Wells-Reed Insurance Agency
Failing Building
Portland, Oregon

Gentlemen:

We are sending you today by express a fully executed copy of contract No. 2566, which was awarded to Berke Bros. by the State Highway Commission on March 20, 1942, covering grading and paving on the North Unit, Antelope Creek-Medford Section of the Crater Lake Highway, in Jackson County.

Inasmuch as you are surety for the contractor on this job, we are sending you this copy of the contract for your records and files.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

MS

NOTED
D. G. DeSart

RECEIVED
JUL 14 1942
FOR FILING

AD-WK 14

April 16, 1942

Berin Bros.
Rt. 1
Jefferson, Oregon

Gentlemen:

Orders were issued to you yesterday to take no further action in connection with your contracts on the Antelope Creek-Medford Section until we gave you further authorization.

We have this morning received advice from the Public Roads Administration that the contracts now have all required approvals and that work on them may proceed.

The orders given you yesterday are hereby revoked and you are authorized to proceed with the work.

Very truly yours,

R. H. BALDOCK
Chief Engineer

By

S. H. Prebert
Office Engineer

SHP:GS

cc Mr. H. G. Smith
Mr. K. D. Lytle

WESTERN UNION

1217-B

CHECK

ACCOUNTING INFORMATION

TIME FILED

DEFERRED
NIGHT LETTER
SHIP RADIOGRAM

Patrons should check class of service desired; otherwise the message will be transmitted as a telegram or ordinary cablegram.

N. B. WHITE, PRESIDENT
NEWCOMB CARLTON, CHAIRMAN OF THE BOARD
J. C. WILLEVER, FIRST VICE-PRESIDENT

Send the following telegram, subject to the terms on back hereof, which are hereby agreed to

SALEM, OREGON
APRIL 15, 1942

BEECK BROS.
7923 N. E. HALSEY ST.
PORTLAND, OREGON

WAR PRODUCTION BOARD CONSERVATION ORDER L-41 MAKES NECESSARY WE REQUIRE YOU TO STOP WORK COVERED YOUR CONTRACTS ON ANTELOPE CREEK-METFORD SECTION. INCUR NO MORE EXPENSE AND MAKE NO MORE COMMITMENTS UNTIL WE AUTHORIZE SAME

R. E. BALDOCK

you have been unable to do so? If you cannot, it will be necessary to now make an effort to purchase the materials and to furnish evidence that they are not obtainable.

Please give this matter your early attention.

Very truly yours,

R. E. BALDOCK
Chief Engineer

By

S. H. Probert
Office Engineer

SHP:ER

cc to Mr. E. G. Smith
Mr. E. D. Lytle

Attached letter to ~~me~~ timber authority on cutback for Ry contract

RECEIVED
APR 27 1942
FOR FILING

LA-NLO 4

42566

April 8, 1942

Berto Brothers
7923 N. E. Halsey St.
Portland, Oregon

Gentlemen:

The proposed arrangement, whereby arch-type concrete culverts and concrete pipe culverts are to be substituted for treated timber box culverts on the North Unit of the Antelope Creek-Medford Section, is objected to by the Public Roads Administration on the grounds that we have submitted no adequate proof that treated timber cannot be obtained for the work before late in August or in September.

Can you provide us with copies of correspondence or with other information showing that you have endeavored to purchase the required treated timber for earlier delivery and that you have been unable to do so? If you cannot, it will be necessary to now make an effort to purchase the materials and to furnish evidence that they are not obtainable.

Please give this matter your early attention.

Very truly yours,

R. H. BALDOCK
Chief Engineer

By

S. H. Probert
Office Engineer

SHP:ER

cc to Mr. E. G. Smith
Mr. K. D. Lytle

Amount held to on timber contracts on client for Pay contract

7923 NORTHEAST HALSEY STREET

BERKE BROTHERS

GENERAL CONTRACTORS

PORTLAND, OREGON

RECEIVED
APR 8 - 1942
ENGINEER

April 6, 1942

Mr. H. G. Smith
Chief Construction Engineer
Oregon State Highway Commission
Salem, Oregon

Dear Sir,

We are submitting for your approval, our quotations on furnishing and installing concrete pipe and concrete arch-type culverts to replace the timber culverts on the Antelope Creek-Medford Section of the Crater Lake Highway.

ARCH-TYPE CULVERTS

Station 2066.90, 157½ cu. yds. @ $ 25.00 ...$ 3,937.50

Station 2119.50, 185 cu. yds. @ $ 25.00 ... 4,625.00

48" CONCRETE PIPE

Station 2086.00, 244 lin. ft. @ $ 12.00 ....$ 2,928.00

~~Double 4'x6' Conc. Box Station 2176.60, 183 lin. ft. @ $ 18.00 .... 2,316.00~~

36" CONCRETE PIPE

Station 2148.60, 180 lin. ft. @ $ 6.00 .....$ 1,080.00

$ 14,886.50

The price per cubic yard for structural excavation for the above culverts shall be the same as our contract price of $ 2.00 per cubic yard.

Yours very truly,

Berke Bros.

by O E Berke
Manager

This offer not accepted. Contractor ordered to construct timber culverts as provided in original contract. [illegible]

6,000

STATE OF OREGON
HIGHWAY DEPARTMENT

TABULATION SHEET
SHEET ..... OF ..... SHEETS

Comparison of Costs Timber vs Conc.

N. Unit, Antelope Cr. - Medford (Berke Bros.)

Cont. 2566

	Timber	Conc.
Sta. 2066+50		
15.5 M-FBM @ $140	$ 2170	
157.5 Conc. Arch @ $25		3937 50
Sta. 2119+50		
15.5 M-FBM @ $140	2170	
185 conc. arch @ $25		4625 00
Sta. 2086+00		
16.3 M-FBM @ $140	$ 2282	
244 lin. ft. 48" Conc. @ 12 00		2928 00
Sta. 2176+50		
13.7 M-FBM @ $140	1918 00	
193 lin. ft. 48" Conc. @ 12 00		2316 00
Sta. 2148+50		
8.7 M-FBM @ $140	1218	
180 Lin. ft. 36" Conc @ 6.00		1080 00
Total Treated Timber	$ 9,758 00	
	11,130	
Total Conc. Arch and Conc.		$ 14,886 50

STATE PRINTING DEPT.

RECEIVED
MAR 25 1942
FOR FILING

10a-WR-4

March 24, 1942

Burke Brothers
7923 N. E. Halsey Street
Portland, Oregon

Gentlemen:

We are sending you today, by express, four copies of contract No. 2566 which was awarded to you on March 20, 1942, by the State Highway Commission covering grading and paving on the North Unit, Antelope Creek-Medford Section of the Crater Lake Highway, in Jackson County.

Will you kindly execute all four copies of this contract as to agreement and bond and return them to this office for approval by the State Highway Commission. When this has been done a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the paragraph under Section 6, Page 15, of the printed General Provision, relating to the Workmen's Compensation Act. You are expected to accept the terms of this Act and to carry on your work under this contract in strict conformance thereto.

Your attention is also called to the paragraph on the same page relating to the payment by the contractor of amounts due hospital association, et cetera.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

RM

NOTED
Unit

RECEIVED
MAR 23 1942
FOR FILING

56-WF-4

March 21, 1942

Zurin Brothers
7923 N. E. Halsey
Portland, Oregon

Gentlemen:

The State Highway Commission, on March 20, 1942, awarded you the contract for 4.91 miles grading and paving, on the North Unit, Antelope Creek-Medford Section of the Crater Lake Highway, in Jackson County. This award was based on your low bid of $312,887.50, submitted on March 19, 1942.

Contract forms will be sent to you for execution within a few days.

Very truly yours,
OREGON STATE HIGHWAY COMMISSION

By

Secretary

MS

cc - S. H. Prohaska
G. S. Paulsen

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

RECEIVED
MAR 23 1942
FOR FILING
DA-WR-4
POST OFFICE BUILDING
PORTLAND, OREGON

March 19, 1942

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to confirm our verbal concurrence in award of contract, as of this date, for Oregon Access Road Project No. DA-WR-4, the North Unit of the Antelope Creek-Medford Section of the Crater Lake Highway, to Berke Bros., Portland, Oregon, who submitted the low bid.

Very truly yours,

W. H. LYNCH
District Engineer

By F. E. Andrews
F. E. Andrews
Sr. Highway Engineer

DA-WR 2 Air Base-Columbia Bottom Rd. 1942
Sec., Portland Air Base E. Access
#2567 Rd.

RECEIVED
JAN 11 1943
FOR FILING

42-MR 2

January 9, 1943

Parker-Schram Company
515 Couch Bldg.
Portland, Oregon

Gentlemen:

The State Highway Commission, at its meeting on December 18, 1942, granted you the extension of time requested, from May 15 to October 25, 1942, without penalty, in connection with state highway contract No. 2567, Airlane-Columbia Bottom Road Section of the Portland-Vancouver Road, in Multnomah County.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

cc - W. C. Williams

RECEIVED
DEC 28 1942
FOR FILING

DH-W R-2

December 24, 1942

Glens Falls Indemnity Co.
Rodgers Insurance Agency
Title & Trust Bldg.
Portland, Oregon

Gentlemen:

You are hereby notified that state highway contract No. 2567 for work on the Air Base-Columbia Bottom Road Section of the Portland Air Base East Access Road, in Multnomah County, has been completed by the contractor, Parker-Schram Company, and that final payment in the amount of $784.32 will be made on or after January 4, 1943.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues, or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

This notice is served upon you since you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total contract amount is $6,783.86, of which amount $176.41 represents the amount of force account items. This contract was completed on October 25, 1942, and accepted by the Commission on December 18, 1942.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

RB

DA-WR 2

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
District No. 1

Stencil No. 8.

POST OFFICE BUILDING
PORTLAND, OREGON

IN YOUR REPLY PLEASE
REFER TO FILE NO.

RECEIVED
DEC 30 1942
FOR FILING

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

December 24, 1942

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Final inspection of Oregon DA-WR 2 (1), Portland Air Base East Access Road, was made by a representative of this office on October 30, 1942.

Prompt submission of the final voucher will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By L. Caufield

L. J. Caufield
Sr. Highway Engineer

RECEIVED
DEC 4 1942
FOR FILING

DA-WR 2

November 25, 1942

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon.

Dear Sir:

Attention: Mr. J. H. Devers

Reference is made to Mr. De Souza's letter of July 30, 1942 and to Mr. Probart's letter of Oct. 3, 1942 relative to papers submitted in connection with the acquisition of right of way for Oregon Project DA-WR 2(1), the access road to the Portland Air Base.

We are in receipt of advice that the State's method substantially conforms to the directions laid down in General Administrative Memorandum No. 149. Also in view of the fact that you consider assessment values of no worth in appraising property there is no objection to omitting them.

Very truly yours,

W. H. LYNCH
District Engineer

REFERRED
TO Mr. Corbett
FOR Your files
J.W. DE SOUZA

RECEIVED
NOV 24 1942
FOR FILING
24-WB-2

November 24, 1942

Shell Oil Company
1220 S. W. Morrison St.
Portland, Oregon

Attention: Frank J. Hurner, Division Credit Manager

Gentlemen:

In reply to your inquiry of November 23, 1942, I wish to advise that Parker-Schram Company's contract, No. 2567, was completed on October 25, 1942, but has not as yet been accepted by the State Highway Commission. The contractor has been paid $5,999.54.

Very truly yours,

AH

Secretary

SHELL OIL COMPANY
INCORPORATED
1220 S.W. MORRISON STREET
PORTLAND, OREGON
TELEPHONE ATwater 7321

November 23, 1942

Oregon State Highway Commission
Salem, Oregon

Attention: Mr. Glaisyer

Gentlemen:

Re: Parker-Schram Company
Contract #2567

5,999.5'd

It will be appreciated if you will tell us on what date this contract was completed and accepted by your office, or if the contract is not finished, please advise the percentage of completion and the amount of money paid to the contractor.

A self-addressed envelope is enclosed for your convenience.

Very truly yours,

SHELL OIL COMPANY
Incorporated

FRANK J. HORNER
Division Credit Manager

FJH:GL
Encl.

Form B-1—825—8-41

DA-WR 2

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending November 14, 1942

Section Air Base-Columbia Bottom Road — Kind of work Grading and Paving

Highway Portland Air Base East Access Road — Section prefix 226-1055

Contractor Parker-Schram Company — Contract number 2567

Date of contract March 28, 1942 — Date of completion 30 weather working days, 19....

Date work started April 14, 1942 — Estimated date of completion October 25, 1942

Amount of contract . . . . . $ 6,965.00 — Per cent of time elapsed 132 weather working days / 444 %

Estimated cost of completed project, exclusive of engineering . . . . . $ 6,808.13

Per cent of contract completed, based on total contract price . . . . . 100 %

Engineering cost to date, $ 675.00, 159 % — Date project was completed ....., 19....

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

The semi-final estimate was submitted to the Division Office on November 12, 1942. This completes all work on this project.

RECEIVED NOV 15 1942 OF ENGR

NOTED E. M. [illegible]

Signed R. L. Porter

Address Box 4644 Portland

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain tripilcate copy for your own file

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
[illegible] project	0.162	0.162			0.162
[illegible] partially completed					
Miles completed	0.162	0.162			0.162
Total estimated quantities	846.4 CY	1,843 CY			350.54 Ton
Estimated quantities moved or placed to date	846.4 CY	1,843 CY			350.54 Ton
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

..... County, ...%; ..... County, ...%; ..... County, ...%; ..... County, ...%;

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ....., Power graders ....., Rollers ....., Mixers ....., Crushing or screening plants .....

Compressors ....., Bulldozers ....., Sheet-foot rollers ....., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Rain		
Monday	Cloudy		
Tuesday	AM Fog PM Fair		
Wednesday	Fair		
Thursday	Fair		
Friday	Rain		
Saturday	Rain		

STATE PRINTING DEPT.

Form E-1—826—4-41

DA-WR 2

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending October 31, 1942

Section Air Base-Columbia Bottom Road — *Kind of work* Grading and Paving

Highway Portland Air Base East Access Road — *Section prefix* 226-1055

Contractor Parker-Schram Company — *Contract number* 2567

Date of contract March 28, 1942 — *Date of completion* 30 weather working days, 19

Date work started April 14, 1942 — *Estimated date of completion* October 25, 1942

Amount of contract . . . . . $ 6,965.00 — *Per cent of time elapsed* 132 weather working days 44% %

Estimated cost of completed project, exclusive of engineering . . . . . $ 7,345.52

Per cent of contract completed, based on total contract price . . . . . 100 %

Engineering cost to date, $ 610.00, 144 % — *Date project was completed* October 25, 19 42

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Contractor placed the emulsified seal coat on Sunday Oct. 25.
This completes the work on this project. The final estimate has been
finished and will be forwarded as soon as the contractor submits his force
account bill for constructing the gate at the airport entrance.

RECEIVED
NOV 2 1942
HIGHWAY DEPT.
CONST.

NOTED
E. M. BOOTH

Signed R. L. Porter

Address Box 4644 Portland

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	0.16	0.16			0.16
Miles partially completed					
Miles completed	0.16	0.16			0.16
Total estimated quantities	846.4 CY	1,843 CY			350.54 Ton
Estimated quantities moved or placed to date	846.4 CY	1,843 CY			350.54 Ton
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					1

Percentages of men employed on contract to be secured from:
..... County, ...%; ..... County, ...%; ..... County, ...%; ..... County, ...%.

	NUMBER USED AND SECURED FROM						
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES	CONTRACTOR'S KEY MEN, ETC.	TOTAL
Men							
Men and teams					4		4
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ....., Power graders ....., Rollers ....., Mixers ....., Crushing or screening plants .....
Compressors ....., Bulldozers ....., Sheep-foot rollers ....., 1-Truck ....., 1-Distributor ....., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Fair		
Monday	Rain		
Tuesday	Showers		
Wednesday	Cloudy		
Thursday	AM Rain PM	Cloudy	
Friday	Showers		
Saturday	Rain		

STATE PRINTING DEPT.

RECEIVED
DA-WR 2

October 3, 1942

Mr. E. H. Lynch
District Engineer
Public Roads Administration
Post Office Box 3900
Portland, Oregon

Dear Sir:

We are enclosing herewith four copies each of certificate of title for the following parcels of land acquired for right of way on the Air Base-Columbia Bottom Road Section, Project No. DA-WR 2 (1).

No. 10155, Former owner Herman and Hilma G. Nelson
No. 10156, Former owner Kenneth H. and Mary Isabelle Nelson
No. 10157, Former owner Guy and Eleanor V. Shafer

Very truly yours,

R. H. BALDOCK
Chief Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

Encl.

(3)

CERTIFICATE

R/W File 10157

M/O File RW 7106

I, J. H. Devers, Chief Counsel for Oregon State Highway Commission, hereby certify the following data to be correct and the lands thereby referred to to have been acquired by the State of Oregon for highway purposes:

Project Aurora - Columbia Bottom Road Section of Portland Aurora East Access Highway in Mult. County

Federal Aid Project No. DA-WR2(1)

Former Owner Guy Preston Shafer & Eleanor V. Shafer

Land Acquired 0.425 acres as described in Opinion

Character of Title Warranty Deed

Consideration Paid 2000 ~~00~~

Date of Conveyance 5-18-42

Recorded Volume 685 Page 186 Deed Records of Mult County.

Dated this _____ day of _____, 194__.

J. H. Devers
Chief Counsel

(3)

CERTIFICATE

R/W File 10155

M/O File RW 7091

I, J. H. Devers, Chief Counsel for Oregon State Highway Commission, hereby certify the following data to be correct and the lands thereby referred to to have been acquired by the State of Oregon for highway purposes:

Project Airbase - Columbia Bottom Road Section of Portland Airbase East Access Highway in Mult County

Federal Aid Project No. DA-WR2(1)

Former Owner Herman Nelson & Hilma C Nelson

Land Acquired 1518 4/ acres as described in Warranty deed

Character of Title Warranty Deed

Consideration Paid 200.00

Date of Conveyance 4-18-42

Recorded Volume 685 Page 182 Deed Records of Mult County.

Dated this _____ day of _____, 194__.

_____

Chief Counsel

(3)

CERTIFICATE

R/W File 10156
M/O File PwJ 7092

I, J. H. Devers, Chief Counsel for Oregon State Highway Commission, hereby certify the following data to be correct and the lands thereby referred to to have been acquired by the State of Oregon for highway purposes:

Project Airbase - Columbia Bottom Road Section of Portland Airbase East Access Highway in Mult County

Federal Aid Project No. DA-WR 2(1)

Former Owner Kenneth H. Nelson & Mary Isabelle Nelson

Land Acquired 0.083 acres as described in Warranty deed

Character of Title Warranty Deed

Consideration Paid 200 DLS

Date of Conveyance 4-28-42

Recorded Volume 685 Page 184 Deed Records of Multnomah County.

Dated this _____ day of _____, 194__.

_____
Chief Counsel

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

POST OFFICE BUILDING
PORTLAND, OREGON

Stencil No. 124

MONTANA
OREGON
WASHINGTON

DA-WR 2

September 30, 1942

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Oregon DA-WR 2 (1)
Portland Air Base East Access Road

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the _____ project agreement and certificate for the above-numbered project.

Very truly yours,

W. H. LYNCH
District Engineer

By L. Caufield
L. J. Caufield
Sr. Highway Engineer

Encl.

RECEIVED
OCT 1 1942
STATE HIGHWAY COMMISSION

ORE 4PR-15732

Form P. R. 2

State Oregon

Project No. [redacted]

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 11th day of August, 1942

by and between The Oregon State Highway Commission, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Federal Works Administrator, hereinafter called the Administrator, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto: and the Defense Highway Act of 1941.

Whereas the Highway Department of said State submitted on the _____ day of _____, 19____, a project statement, which was approved on the _____ day of _____, 19____, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated for the administration of the Federal Highway Act, has furnished surveys, plans, specifications, and estimates for [redacted] said project which were recommended for approval by the District Engineer of the Public Roads Administration on the [redacted] day of [redacted] 19[redacted]; and

Whereas the Administrator has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of [redacted] dollars ($[redacted]) as the share of the United States payable under said act on account of [redacted] said project, which does [redacted] the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Administrator do hereby mutually agree as follows:

16—11379

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(a) By the State _____ (Include date and citation of act of legislature by which authorized)

(b) From other sources: From funds made available for the construction of access roads under the provisions of the Defense Highway Act of 1941 approved November 19, 1941 (Public Law 295 - 77th Congress). (State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between survey station 0-00.5, at Columbia Bottom Road, and survey station 9+00 (with a "Y" connection between survey station 0+00 and survey station 0+75), length 0.162 of a mile, in [redacted] County, being [redacted] Oregon, project No. [redacted] consisting of 0.162 of a mile of roadway and [redacted] bridges, [redacted] of more than 20 feet clear span [redacted]

RECEIVED SEP 25 1942 DISTRICT 1

RECEIVED AUG 21 1942 DISTRICT 1

RECEIVED AUG 31 1942 DISTRICT 1

RECEIVED SEP 22 1942

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Administrator or his agents, and in accordance with the laws of said State, the rules and regulations of the Administrator, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Administrator or his authorized representatives. ~~Such construction work as may be performed by force account shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Administrator, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.~~

16—11379

The project covered by this agreement provides for an access road certified as important to the national defense as required by the provisions of Section 6 of the Defense Highway Act of 1941 (Public Law 535 - 77th Congress).

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of [redacted] said project shall not in any event exceed the sum of [redacted] dollars ($[redacted]), certified to the Secretary of the Treasury as above mentioned, which [redacted] is [redacted] the approved total estimated cost of [redacted] said project.

PAYMENTS

ARTICLE V. As the construction of said project progresses, the Administrator shall from time to time draw warrants on the Secretary of the Treasury for the payment to [redacted]

The State Treasurer
(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of [redacted]
(Name)

of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Administrator after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

The Administrator reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chap. 175, laws 1917;
(Include reference to statute authorizing funds and probable amount annually available)
Chap. 31, laws 1920; Chap. 589, laws 1939.

RECEIVED
SEP 25 1942
DISTRICT 1

RECEIVED
AUG 21 1942
DISTRICT 1

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

GPO 16—11379

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Administrator on the _____ day of AUG 27 1942, 19__

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Henry F Cabell
Chairman, State Highway Commission
(Title of officer)

By Thomas McClary
Member, State Highway Commission
(Title of officer)

By _____
Member, State Highway Commission
(Title of officer)

By _____
_____
(Title of officer)

By _____
_____
(Title of officer)

FEDERAL WORKS ADMINISTRATOR,

By W. D. Leary
Acting Commissioner of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE 16—11370

Form PR. 8—Revised

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

THE SECRETARY OF THE TREASURY, AND

THE STATE HIGHWAY DEPARTMENT OF THE STATE OF Oregon

Pursuant to the acts above cited, I hereby certify—

FIRST. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Agency as Project No. PA-ER 2(1) State of Oregon

SECOND. That in accordance with said provisions I have approved the sum of $ 10,510.00 as the total estimated cost of said project, and the sum of $ 10,510.00 as the share of the United States, payable under said acts on account of such project, which [redacted] is the pro rata share of said total estimated cost.

Done at the city of Washington, this _____ day of _____

one thousand nine hundred and AUG 27 1942

FEDERAL WORKS ADMINISTRATOR,

By _____
Acting Commissioner of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE 16—10189

RECEIVED
SEP 25 1942
DISTRICT 1

RECEIVED
SEP 21 1942
Fort Peck
LR-WR 2

September 21, 1942

Shell Oil Company
1220 S. W. Morrison
Portland, Oregon

Attention: Frank J. Hurner

Gentlemen:

In reply to your inquiry of September 18, 1942, we advise that Parkes-Schram Company's contract, No. 2567, is approximately 98 per cent complete, and that the company has been paid the sum of $5,999.54.

Very truly yours,

Secretary

AM

MONTANA
OREGON
WASHINGTON

RECEIVED
NOV 20 1944
FOR FILING

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY
DISTRICT ONE

POST OFFICE BUILDING
PORTLAND 8, OREGON

DA-WR 2(1)

August 14, 1944

RECEIVED
AUG 15 1944
OREGON
STATE HIGHWAY COMMISSION

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

In reviewing the final voucher submitted for Oregon DA-WR 2(1), Access Road to the Portland Airbase, we note that you charged the cost of the sewer pipe installed under Price Agreement No. 1 and the necessary structure excavation to construction. This is definitely a right of way expense, provided for in the agreement with the landholders, and should be so segregated.

Please arrange future vouchers on other projects accordingly.

In preparing our final report, we added $77.40 for the pipe and $51.00 for 25.5 cu. yds. structural excavation to the right of way costs and deducted it from construction costs.

Very truly yours,

W. H. LYNCH
District Engineer

RECEIVED
AUG 7 1942
FOR FILING

(Stencil #28)

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

POST OFFICE BUILDING
PORTLAND, OREGON

August 5, 1942

IN YOUR REPLY PLEASE
REFER TO FILE NO.

DA-WR 2(1)

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Oregon Federal Access Road
No. DA-WR 2(1), Air Base-Columbia Bottom
Road Section, Portland Air Base East
Access Road.

Dear Sir:

We are forwarding herewith two copies of proposed project agreement for signature and return to this office.

Enclosed is an approved copy of the detail estimate, upon which the agreement was based, together with approved copy of specifications.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
L. J. Caufield
Sr. Highway Engineer

RECEIVED
AUG 6 - 1942
STATE HIGHWAY COMMISSION

For

RECEIVED
JUL 3 1942
FOR FILING

DA-WR 2.

July 2, 1942

Mr. W. R. Lynch
District Engineer
Public Roads Administration
Post Office Box 3900
Portland, Oregon

Dear Sir:

In accord with the request contained in your letter of June 27, 1942, we are sending, under separate cover, four copies each of the final reports on real property negotiations, together with other supporting data for the three parcels of real property required for right of way on the Portland Air Base Access Road, Project No. DA-WR 2.

Four blueprint copies of the map showing the location of the parcels are likewise being submitted.

The names of the property owners, the cost of the property and the parcels involved are as follows:

No. 10155	Herman and Helma E. Nelson	$ 2,000.00
No. 10156	Kenneth H. Nelson	200.00
No. 10157	Guy P. and Eleanor V. Shafer	200.00

Very truly yours,

R. H. BALDOCK
Chief Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

POST OFFICE BUILDING
PORTLAND, OREGON

MONTANA
OREGON
WASHINGTON

June 27, 1942

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to the proposed agreement estimate for Oregon DA-WR-2, the access road to the Portland Air Base. This carries an item of $2,600.00 for Lands, Right of Way and Easements for which we have no supporting data. On March 28 you notified us all right of way had been secured. To recommend an agreement estimate we should have complete supporting data for right of way costs as required by General Administrative Memorandum No. 149.

All information required should be submitted though there is some flexibility in the manner in which it should be presented. This may vary so as to comply most easily with the procedural practice of your Right of Way Department.

Very truly yours,

W. H. LYNCH
District Engineer

RECEIVED
JUN 29 1942
STATE HIGHWAY COMMISSION

RECEIVED
JUN 23 1942
FOR FILING

DA-WR 2

June 18, 1942

Mr. W. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland, Oregon

Dear Sir:

We are enclosing herewith seven copies of estimate as basis for project agreement for the Air Base-Columbia Bottom Road Section, Project No. DA-WR 2.

Very truly yours,

R. H. BALDOCK
Chief Engineer

By

L. H. Probert
Office Engineer

Dictated by L. H. Nash/ER

Encl.

Oregon State Highway Department

Federal Access Road
Project No. DA-WR 2

AIR BASE-COLUMBIA BOTTOM ROAD SECTION OF THE PORTLAND AIR BASE EAST ACCESS ROAD IN MULTNOMAH COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, June 13, 1942

	Preliminary Engineering			$ 250.00
	Lands, Right of Way, Easements			2,600.00
	Construction			
All Required	Clearing and Grubbing			$ 900.00
20 cu. yds.	Structural Excavation, Unclassified	$ 2.00		40.00
1,000 cu. yds.	General Excavation, Unclassified	.60		600.00
0.16 mile	Finishing Roadbed and Slopes	400.00		64.00
60 lin. ft.	18" Concrete Pipe	3.00		180.00
1,700 cu. yds.	3" - 0" Gravel in Base	1.25		2,125.00
220 cu. yds.	1½" - 0" Gravel in Base	1.75		385.00
100 cu. yds.	¾" - 0" Crushed Gravel in Base and Shoulders	2.25		225.00
	Sprinkling	1.00		50.00
30 M-gals.	Class "B" Asphaltic Concrete	7.45		2,682.00
360 tons	Furnishing and Placing Emulsified Asphalt in Seal Coat	40.00		80.00
2 tons	Furnishing and Placing Fine Aggregate in Seal Coat	4.00		32.00
8 tons				
	Subtotal, Construction			$ 6,963.00
	Engr. & Cont.			697.00
	Total, Construction			$ 7,660.00
	Total Cost, Project			$10,510.00

Length 0.162 mile
Cost per mile $47,283.95

Federal Access Road Funds Requested:

Preliminary Engineering	$ 250.00
Right of Way, Easements, Etc.	2,600.00
Construction	7,660.00
	$10,510.00

Funds for Maintenance: Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. 329, laws 1939

RECEIVED
APR 22 1942
FOR FILING

DA-MR-2

April 22, 1942

Parker-Schram Company
515 Couch Building
Portland, Oregon

Gentlemen:

By express we are forwarding to you a fully executed copy of contract No. 2567, awarded to you on March 28, 1942, for the grading and paving of the Air Base-Columbia Bottom Road Section of the Portland Air Base East Access Road, in Multnomah County.

This copy is for your records and files.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

[redacted]

NOTED
D. G. DeSart

Chas. T. Parker
Carl A. Schram

RECEIVED
APR 6 1942
FOR FILING

LP-WR 2

PARKER-SCHRAM COMPANY

GENERAL CONSTRUCTORS

Couch Building
Portland, Oregon

April 4, 1942

Mr. H. B. Glaisyer, Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Sir:

Complying with the request in your letter of March 30th, we have properly executed on behalf of this firm and are returning to you, by express, all four copies of Contract #2567 for 0.16 mile grading and paving on the Air Base-Columbia Bottom Road Section of the Portland Air Base East Access Road in Multnomah County, and the bonds required in connection therewith, which latter, have likewise been completed by the Glens Falls Indemnity Company, as Surety.

All our operations within the State are covered by the Workmen's Compensation Act of the State of Oregon, which will automatically include any work performed in connection with the above Contract, as required by section Six, page 15, of the General Provisions of said Contract.

Kindly return one completed copy of Contract and bond for our record and files after approval by the State Highway Commission.

Yours very truly,

PARKER-SCHRAM COMPANY

By C A Schram

CAS:CE

Received 4-6-42

NOTED
D. [illegible]

10A-WR-2

March 30, 1942

Parker-Schram Company
515 Couch Building
Portland, Oregon

Gentlemens

We are sending you today, by express, four copies of contract No. 2567 which was awarded to you on March 28, 1942, by the State Highway Commission covering grading and paving on the Air Base-Columbia Bottom Road Section of the Portland Air Base East Access Road, in Multnomah County.

Will you kindly execute all four copies of this contract as to agreement and bond and return them to this office for approval by the State Highway Commission. When this has been done a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the paragraph under Section 6, Page 15, of the printed General Provisions, relating to the Workmen's Compensation Act. You are expected to accept the terms of this Act and to carry on your work under this contract in strict conformance thereto.

Your attention is also called to the paragraph on the same page relating to the payment by the contractor of amounts due hospital association, et cetera.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

MM

NOTED
D. . DeSart

CHAS. T. PARKER
CARL A. SCHRAM

RECEIVED
APR 1 1942
FOR FILING

PARKER-SCHRAM COMPANY

GENERAL CONSTRUCTORS

COUCH BUILDING
PORTLAND, OREGON

WA-ER-2

March 30, 1942

APR 1 - 1942

Mr. H. B. Glaisyer, Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Sir:

Accept our thanks for your wire of March 28th and letter of same date received this morning, advising that the State Highway Commission have awarded us the contract for 0.16 mile grading and paving on the Air Base-Columbia Bottom Road Section of the Portland Air Base East Access Road in Multnomah County, on the basis of our low bid of $6963.00 submitted March 19th.

Contract documents will be executed on behalf of this firm and returned to you promptly upon receipt.

Yours very truly,

PARKER-SCHRAM COMPANY

By Schram

CAS:mw

NOTED
D. DeSart

RECEIVED
JUL 15 1942
FOR FILING

DA-WR 2

AGENDA
APR 2 1942

March 28, 1942

Parker-Schram Company
515 Couch Building
Portland, Oregon

Gentlemen:

Confirming my telegram to you of this date, the State Highway Commission has today awarded to you the contract for 0.16 mile grading and paving on the Air Base-Columbia Bottom Road Section of the Portland Air Base East Access Road, in Multnomah County. This award was based on your low bid of $6,963.00 submitted on March 19, 1942.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

AM

cc - Mr. Probert
cc - Mr. Paxson

See enclosed

47

CLASS OF SERVICE DESIRED			
DOMESTIC		CABLE	
TELEGRAM	X	ORDINARY	
DAY LETTER		URGENT RATE	
SERIAL		DEFERRED	
OVERNIGHT TELEGRAM		NIGHT LETTER	
SPECIAL SERVICE		SHIP RADIOGRAM	

Patrons should check class of service desired; otherwise the message will be transmitted as a telegram or ordinary cablegram.

COPY OF WESTERN UNION TELEGRAM

SALEM OREGON MARCH 20 1942

PARKER-SCHRAM COMPANY
515 COUCH BUILDING
PORTLAND OREGON

STATE HIGHWAY COMMISSION AWARDED YOU TODAY CONTRACT FOR GRADING AND PAVING AIR BASE-COLUMBIA BOTTOM ROAD SECTION OF PORTLAND AIR BASE EAST ACCESS ROAD MULTNOMAH COUNTY BASED ON YOUR LOW BID SUBMITTED MARCH 19 1942. CONTRACT FORMS FOLLOW SHORTLY.

H B CLAISYER, SECRETARY
STATE HIGHWAY COMMISSION

File

MARCH 25 SATISFACTORY. ALL RIGHTS OF WAY ARE ACQUIRED.

R. H. BALDOCK

STANDARD TIME INDICATED

RECEIVED AT

TELEPHONE YOUR TELEGRAMS TO POSTAL TELEGRAPH

Postal Telegraph

THIS IS A FULL RATE TELEGRAM, CABLEGRAM OR RADIOGRAM UNLESS OTHERWISE INDICATED BY SYMBOL IN THE [illegible] OR IN THE ADDRESS OF THE MESSAGE. SYMBOLS [illegible] ARE OUTL[illegible] (24). [illegible] ON HAND AT EACH OF[illegible] WITH REGULATORY AUTHORITIES.

Form 16

R18 22/19 GOVT DL=NX PORTLAND ORE 28 1243P 1942 MAR 28 PM 1 27

MR R H BALDOCK=

STATE HIGHWAY ENGINEER SALEM ORE=

REURTEL OREGON DA-WR-2 PORTLAND AIRBASE ACCESS ROAD.
WE HEREBY CONCUR IN AWARD TODAY TO PARKER-SCHRAM COMPANY.
LOW BIDDERS=
LYNCH.

REURTEL DA-WR-2.

ACCESS ROAD PROJECT ON PORTLAND AIRBASE ROAD. AMOUNTS STATED YOUR TELEGRAM MARCH 25 SATISFACTORY. ALL RIGHTS OF WAY ARE ACQUIRED.

R. H. BALDOCK

Charge to the account of

$

CLASS OF SERVICE DESIRED			
DOMESTIC		CABLE	
TELEGRAM		ORDINARY	
DAY LETTER	X	URGENT RATE	
SERIAL		DEFERRED	
OVERNIGHT TELEGRAM		NIGHT LETTER	
SPECIAL SERVICE		SHIP RADIOGRAM	

Patrons should check class of service desired; otherwise the message will be transmitted as a telegram or ordinary cablegram.

WESTERN UNION

1217-B

R. B. WHITE
PRESIDENT

NEWCOMB CARLTON
CHAIRMAN OF THE BOARD

J. C. WILLEVER
FIRST VICE-PRESIDENT

CHECK

ACCOUNTING INFORMATION

TIME FILED

Send the following telegram, subject to the terms on back hereof, which are hereby agreed to

SALEM, OREGON
MARCH 28, 1942

W. H. LYNCH
DISTRICT ENGINEER
PUBLIC ROADS ADMINISTRATION
POST OFFICE BUILDING
PORTLAND, OREGON

REQUEST YOUR CONCURRENCE IN AWARD TODAY TO PARKER-SCHRAM COMPANY ON ACCESS ROAD PROJECT ON PORTLAND AIRBASE ROAD. AMOUNTS STATED YOUR TELEGRAM MARCH 25 SATISFACTORY. ALL RIGHTS OF WAY ARE ACQUIRED.

R. H. BALDOCK

STANDARD TIME INDICATED

RECEIVED AT
373 STATE ST.
SALEM

TELEPHONE YOUR TELEGRAMS TO POSTAL TELEGRAPH

Postal Telegraph

THIS IS A FULL RATE TELEGRAM, CABLEGRAM OR RADIOGRAM UNLESS OTHERWISE INDICATED BY SYMBOL IN THE PREAMBLE OR IN THE ADDRESS OF THE MESSAGE. SYMBOLS DESIGNATING SERVICE SELECTED ARE OUTLINED IN THE COMPANY'S TARIFFS ON HAND AT EACH OFFICE AND ON FILE WITH REGUL (10)

Form 11

R18 48/42 GOVT DL=NX PORTLAND ORE 25 1236P

R H BALDOCK=
STATE HIGHWAY ENGINEER SALEM ORE= 1942 MAR 25 PM 1 10

WASHINGTON WIRES ADDITIONAL ACCESS FUNDS WILL BE PROVIDED TO FINANCE DA-WR-2 PORTLAND AIRBASE ON BASIS LOW BID PLUS PRELIMINARY ENGINEERING $250 PLUS RIGHT OF WAY $2600 PLUS 10% $697. WILL CONCUR IN AWARD TO LOW BIDDER WHEN RIGHT OF WAY CERTIFICATE RECEIVED=
LYNCH.

DA-WR-2 $250 $2600 10% $697.

FORM E-128X 10M 6-41

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN
PORTLAND
HURON W. CLOUGH
CANYONVILLE
HERMAN OLIVER, MEMBER
JOHN DAY

OREGON
STATE HIGHWAY COMMISSION

R. H. BALDOCK, CHIEF ENGINEER
C. B. McCULLOUGH, ASS'T CHIEF ENGINEER
J. H. DEVERS, CHIEF COUNSEL
H. E. ANNISTER, SECRETARY

RECEIVED
APR 3 1942
FOR FILING

SALEM

March 25, 1942

Portland, Oregon
March 25, 1942

IN REPLY PLEASE REFER TO FILE NO.

DA-WR-2

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Mr. T. W. Lynch
District Engineer
Public Roads Administration
Post Office Box 3900
Portland, Oregon

Attention: Mr. T. M. Davis

Dear Sir:

For your records, we are enclosing herewith three copies of a maintenance agreement executed by the Board of County Commissioners of Multnomah County and the State Highway Commission for the Portland Air Base East Access Road, Project No. DA-WR-2.

Very truly yours,

R. H. BALDOCK
Chief Engineer

By

Oscar Cutler
Asst. Staff Engineer

mc

Encl.

CONFIRMATION

FEDERAL WORKS AGENCY
XXXXXXXXXXXXXXXXXXXXXXXXXXXX

OREGON STATE HIGHWAY COMMISSION

XXXXX Public Roads Administration

3010-20 Oregon

SALEM

Portland, Oregon
March 25, 1942

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

WASHINGTON WIRES ADDITIONAL ACCESS FUNDS WILL BE PROVIDED TO FINANCE [redacted] PORTLAND AIRBASE ON BASIS LOW BID PLUS PRELIMINARY ENGINEERING $250 PLUS RIGHT OF WAY $2600 PLUS 10% $697. WILL CONCUR IN AWARD TO LOW BIDDER WHEN RIGHT OF WAY CERTIFICATE RECEIVED.

Pd. Gov't Rate

NOTED
State Highway Engineer

FORM S-120X 10M 6-41

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
HURON W. CLOUGH, MEMBER, CANYONVILLE
HERMAN OLIVER, MEMBER, JOHN DAY

OREGON
STATE HIGHWAY COMMISSION

SALEM

R. H. BALDOCK, CHIEF ENGINEER
C. S. McCULLOUGH, ASS'T CHIEF ENGINEER
J. M. DEVERS, CHIEF COUNSEL
H. B. GLAISYER, SECRETARY

March 23, 1942

IN REPLY PLEASE REFER TO FILE NO.

Mr. W. H. Lynch
District Engineer
Public Roads Administration
Post Office Box 3900
Portland, Oregon

Postal Telegraph
Attention Mr. Jos. Davis

Dear Sir:

Herewith are three resolutions relative to encroachments and traffic, executed by the Multnomah Board of County Commissioners, for the Portland Air Base East Access Road, Project DA-WR-2.

Very truly yours,
R. H. BALDOCK
Chief Engineer
By Oscar Cutler
Oscar Cutler
Asst. Staff Engineer

60rms

Encl.

Mr. Nash.

RECEIVED
APR 27 1942
FOR FILING

DA-WR 2

STANDARD TIME INDICATED
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TELEPHONE YOUR TELEGRAMS TO POSTAL TELEGRAPH

Postal Telegraph

(241)

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RECEIVED
APR 27 1942
FOR FILING

Form 16

:R36 32/28 GOVT DL=NX PORTLAND ORE 10 409P

R H BALDOCK=

STATE HIGHWAY ENGINEER SALEM ORE=

1942 MAR 10 PM 4 30

:RE TELEPHONE PROBERT TODAY. REVISE PS&E TO SHOW THREE INCH THICKNESS ASPHALTIC CONCRETE PAVEMENT ON OREGON DA-WR-2; WILL REQUEST INCREASE FUNDS BY WIRE IF NEEDED WHEN BIDS OPENED:

=LYNCH.

RE PS&E DA-WR-2;

March 11, 1942

Mr. W. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland, Oregon

Dear Sir:

In accord with your request by wire, we are enclosing herewith seven copies of revised estimate to accompany plans and specifications for the Air Base-Columbia Bottom Road Section, Project No. DA-WR2.

Five sets of blueprint plans and five bid proposals are being sent under separate cover.

The papers have been revised by decreasing the thickness of asphaltic pavement from four inches to three inches.

Very truly yours,

R. H. BALDOCK
Chief Engineer

By

S. H. Probert
Office Engineer

Dictated by J. W. Nash/ER

Encl.

Oregon State Highway Department

Federal Access Road
Project No. VA-OR 2

AIR BASE-COLUMBIA BOTTOM ROAD SECTION
OF THE PORTLAND AIR BASE EAST ACCESS ROAD
IN MULTNOMAH COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, March 11, 1942

Preliminary Engineering				$ 250.00
Lands, Right of Way, Easements				$ 1,000.00
Construction				
All Required	Clearing and Grubbing			$ 50.00
20 cu. yds.	Structural Excavation, Unclassified	$ 1.50		30.00
1,000 cu. yds.	General Excavation, Unclassified	.40		400.00
0.15 mile	Finishing Roadbed and Slopes	500.00		75.00
60 lin. ft.	18" Concrete Pipe	2.50		150.00
1,700 cu. yds.	3" - 0" Gravel in Base	.75		1,275.00
220 cu. yds.	1½" - 0" Gravel in Base	2.50		550.00
100 cu. yds.	3/4" - 0" Crushed Gravel in Base and Shoulders	2.50		250.00
50 M-gals.	Sprinkling	2.00		100.00
360 tons	Class "B" Asphaltic Concrete	7.00		2,520.00
2 tons	Furnishing and Placing Emulsified Asphalt in Seal Coat	40.00		80.00
8 tons	Furnishing and Placing Fine Aggregate in Seal Coat	5.00		40.00
			Subtotal, Construction	$ 5,449.00
			10% Engr. & Cont.	544.90
			Total, Construction	$ 5,993.90
			Total Cost, Project	$ 7,243.90

Length 0.15± mile
Cost per mile $ 44,725.43

Federal Access Road Funds Requested - $ 7,243.90

Oregon State Highway Department

Federal Access Road
Project No. WA-SR 2

AIR BASE-SOLDIERS BUTTON ROAD SECTION

OF THE PORTLAND AIR BASE EAST ACCESS ROAD

IN MULTNOMAH COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, March 3, 1942

Preliminary Engineering				$ 230.00
Lands, Right of Way, Easements				$ 750.00
Construction				
All Required		Clearing and Grubbing		$ 30.00
20	cu. yds.	Structural Excavation, Unclassified	$ 1.50	30.00
1,000	cu. yds.	General Excavation, Unclassified	.40	400.00
0.16	mile	Finishing Roadbed and Slopes	300.00	48.00
50	lin. ft.	18" Concrete Pipe	2.50	125.00
1,700	cu. yds.	3" - 0" Gravel in Base	.75	1,275.00
200	cu. yds.	1½" - 0" Gravel in Base	2.50	500.00
140	cu. yds.	3/4" - 0" Crushed Gravel in Base and Shoulders	2.50	350.00
30	M-gals.	Sprinkling	5.00	150.00
450	tons	Class "B" Asphaltic Concrete	7.00	3,150.00
2	tons	Furnishing and Placing Emulsified Asphalt in Seal Coat	40.00	80.00
8	tons	Furnishing and Placing Fine Aggregate in Seal Coat	5.00	40.00
			Subtotal, Construction	$ 6,379.00
			10% Engr. & Cont.	638.00
			Total, Construction	$ 7,017.00
			Total Cost, Project	$ 8,017.00

Length 0.160 mile
Cost per mile $ 49,574.93

Federal Access Road Funds Requested- - - - - - - - - - - - - - - - - $ 8,017.00

Oregon State Highway Department

Federal Access Road
Project No. WA-ER 2

AIR BASE-COLUMBIA BOTTOM ROAD SECTION

OF THE PORTLAND AIR BASE EAST ACCESS ROAD

IN MULTNOMAH COUNTY

PROJECT NO. WA-ER 2

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, March 3, 1942

While negotiations for right of way are in progress,

Preliminary Engineering ..... $ 250.00

Lands, Right of Way, Easements ..... $ 750.00

Construction

All necessary right of way can be made fully available with-

All Required		Clearing and Grubbing		$ 30.00
20	cu. yds.	Structural Excavation, Unclassified	$ 1.50	30.00
1,000	cu. yds.	General Excavation, Unclassified	.40	400.00
0.16	mile	Finishing Roadbed and Slopes	300.00	48.00
60	lin. ft.	18" Concrete Pipe	2.50	150.00
1,700	cu. yds.	3" - 0" Gravel in Base	.75	1,275.00
220	cu. yds.	1½" - 0" Gravel in Base	2.30	506.00
140	cu. yds.	3/4" - 0" Crushed Gravel in Base and Shoulders	2.50	350.00
50	M-gals.	Sprinkling	2.00	100.00
480	tons	Class "B" Asphaltic Concrete	7.00	3,360.00
2	tons	Furnishing and Placing Emulsified Asphalt in Seal Coat	40.00	80.00
8	tons	Furnishing and Placing Fine Aggregate in Seal Coat	5.00	40.00
		Subtotal, Construction		$ 6,389.00
		10% Engr. & Cont.		638.90
		Total, Construction		$ 7,027.90
		Total Cost, Project		$ 8,027.90

Length 0.162 mile
Cost per mile $ 49,554.93

Federal Access Road Funds Requested- - - - - - - - - - - - - - - - - $ 8,027.90

AIR BASE-COLUMBIA BOTTOM ROAD SECTION

PROJECT NO. WA-DR 2

While negotiations for right of way are in progress, three parcels have not been acquired, nor has the right to occupy and use these parcels been secured, but it is now believed that all necessary right of way can be made fully available within fourteen days.

R. H. BALDOCK
Chief Engineer

By

S. H. Probert
Office Engineer

March 3, 1942

CONFIRMATION

RECEIVED
MAR 11 1942
FOR FILING

FED. L WORKS AGENCY

Public Roads Administration

8010-23 Oregon

DAY LETTER

Portland, Oregon
March 10, 1942

R. H. Baldock
State Highway Engineer
Salem, Oregon

RE TELEPHONE PROBERT TODAY. REVISE P&A TO SHOW THREE INCH THICKNESS ASPHALTIC CONCRETE PAVEMENT ON OREGON 2A-WR-2. WILL REQUEST INCREASE FUNDS BY WIRE IF NEEDED WHEN BIDS OPENED

Lynch

Paid Gov't Rate

RECEIVED
MAR 11 1942

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

March 4, 1942

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

P.S.& E. documents for Oregon DA-WR-2, the access road to the Portland Air Base, have today been recommended for approval, subject to final review and approval by the Commissioner of Public Roads. This is your authority to advertise for bids.

Our concurrence in award will be withheld pending advice that the additional funds over and above the amount in the approved project statement are available, and also until rights of way are secured.

Very truly yours,

W. H. LYNCH
District Engineer

March 3, 1942

Mr. E. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland, Oregon

Dear Sir:

We are enclosing herewith seven copies of estimate, three copies of right of way statement and three copies of form PR 46 to accompany plans and specifications for the Air Base-Columbia Bottom Road Section, Project No. DA-DR 2.

Five bid proposals and five sets of blueprint plans are being sent under separate cover.

Very truly yours,

R. H. BALDOCK
Chief Engineer

By

S. H. Probert
Office Engineer

Dictated by J. W. Nash/ER

Encls.

529

2569 SEE: Contract 2566

SN-FAP 105-A-2 Harrisburg Br. Sec., Pacific Hwy. East 1942

#2568

RECEIVED
FOR FILING

105-A-2

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Feb. 13, 1945

To: Mr. H. E. Glaisyer
O-f-f-i-c-e

SUBJECT: Request for release of warrants on final estimates.

	Vou. #	Cont. #	Est. #	Name	Am't.	Wt. #	Note
1.	926	2568	17-Final	Tom Lillebo	1,500.00	267256	
2.							
3.							
4.							
5.							
6.							
7.							
8.							
9.							
10.							
11.							
12.							

Mr. Glaisyer:

I have prepared this final release on the strength of your letter to Mr. Hanks of Jan. 16, 1945, in which you state that Mr. Devers has authorized the release of balance due Mr. Lillebo. Acceptance advice is also received from you.

aaw

Ok to release
J.E.C.

ACCOUNTING DIVISION

By _____
Bookkeeping Dept.

Approved _____
Secretary

NOTED ON CARD

RECEIVED
FEB 1 - 1945
FOR FILING

105 A-2

Salem, Oregon
January 30, 1945

Mr. J. M. Devers
Chief Counsel
Office

Cont. 2568

Dear Sir:

I am returning herewith the letter to you from Mr. Phillips concerning the Davenport claim against Tom Lillebo. No answer is being made indirectly to Mr. Phillips as this is a legal matter which you should handle.

Prior to the reconstruction of the west approach to the Harrisburg Bridge over the Willamette River, the highway was located on a long three-degree curve. In constructing the bridge we changed this degree of curvature to a one-degree and 45-minute curve and purchased from Mr. Davenport and the adjacent property owners sufficient land so that our right of way boundary is 40 feet south of the relocated center line. In order to construct the bridge it was necessary to detour travel around the work, and for this purpose we secured an easement for an additional 30-foot width south of the right of way line. The conditions under which we secured this easement are set forth in the agreement dated March 19, 1942, of which you have a copy in your Right of Way File No. 10108. I am attaching hereto a blueprint to a scale of 1" = 100' showing the additional right of way purchased and the outline of the easement secured from Mr. Davenport.

A pile trestle detour bridge was constructed on the property covered by this easement and was used to carry travel during the construction of a permanent structure. In building the bridge Mr. Lillebo had a considerable amount of lumber piled on the ground upstream from the structure, and during the flood of November 1942 this material was washed down against the pile bents of the bridge. The erosion had apparently started from eddy currents set up by this material and by other material brought in by the river. I do not know whether the material was all piled on the ground covered by the easement, but it is probable that some of it was piled on Mr. Davenport's property outside the limits of this easement.

The detour bridge over the section where erosion took place had not been built, however, at the time the erosion occurred. The lumber and other material mentioned above lodged against the piling of the old bridge and the erosion started at this point.

Last week I had our Resident Engineer at Harrisburg take measurements to determine the extent of the erosion on Mr. Davenport's property. I am attaching hereto a sketch to a scale of 1" = 20' showing this eroded area. The total area covered by erosion upstream from center line is approximately 13,370 square feet. Of this area, 7,620 square feet is within the state highway right of way; 4,800 square feet within the boundaries of the property covered by the easement; and 950 square feet is on Mr. Davenport's property outside of the limits of the easement.

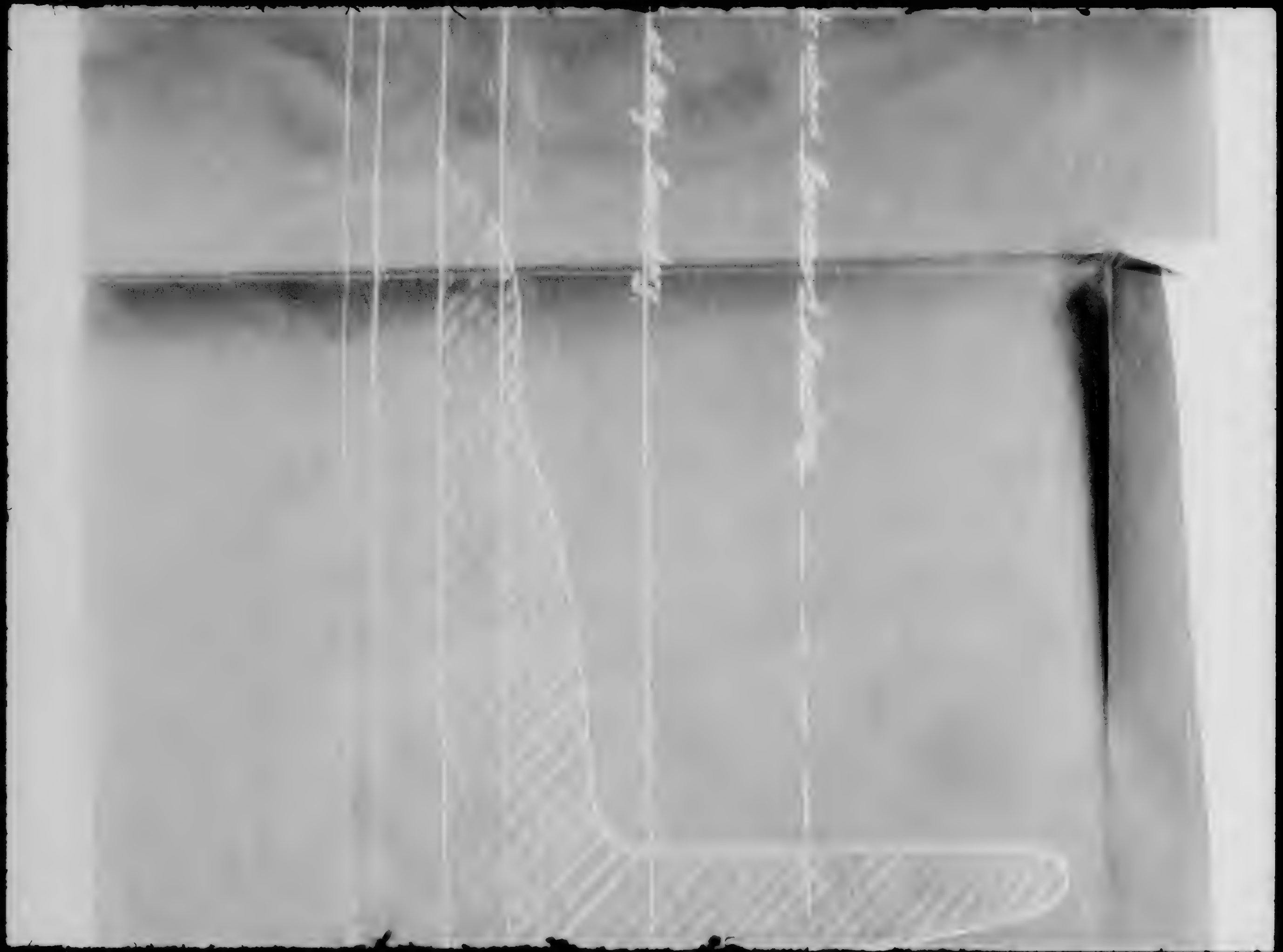
There has been a considerable amount of erosion in the vicinity of the Harrisburg Bridge from time to time during the 20 years that we have maintained a bridge at this point. Whether Mr. Lillebo's material was the cause of the present damage, or whether this erosion would have occurred in a flood such as that of November 1942 and January 1943, even though the material had not been there, is a matter of opinion and not susceptible to proof either way.

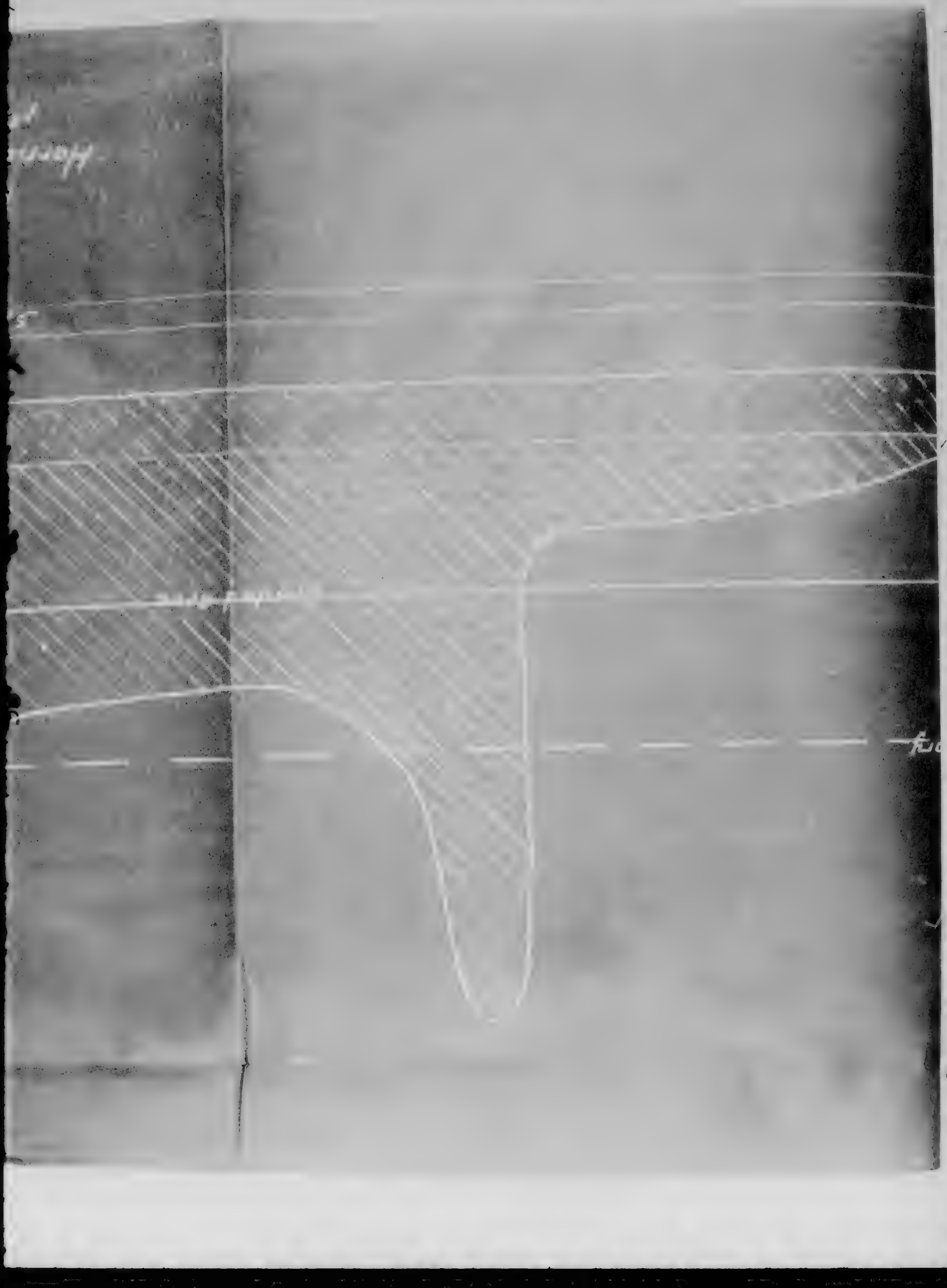
Very truly yours,

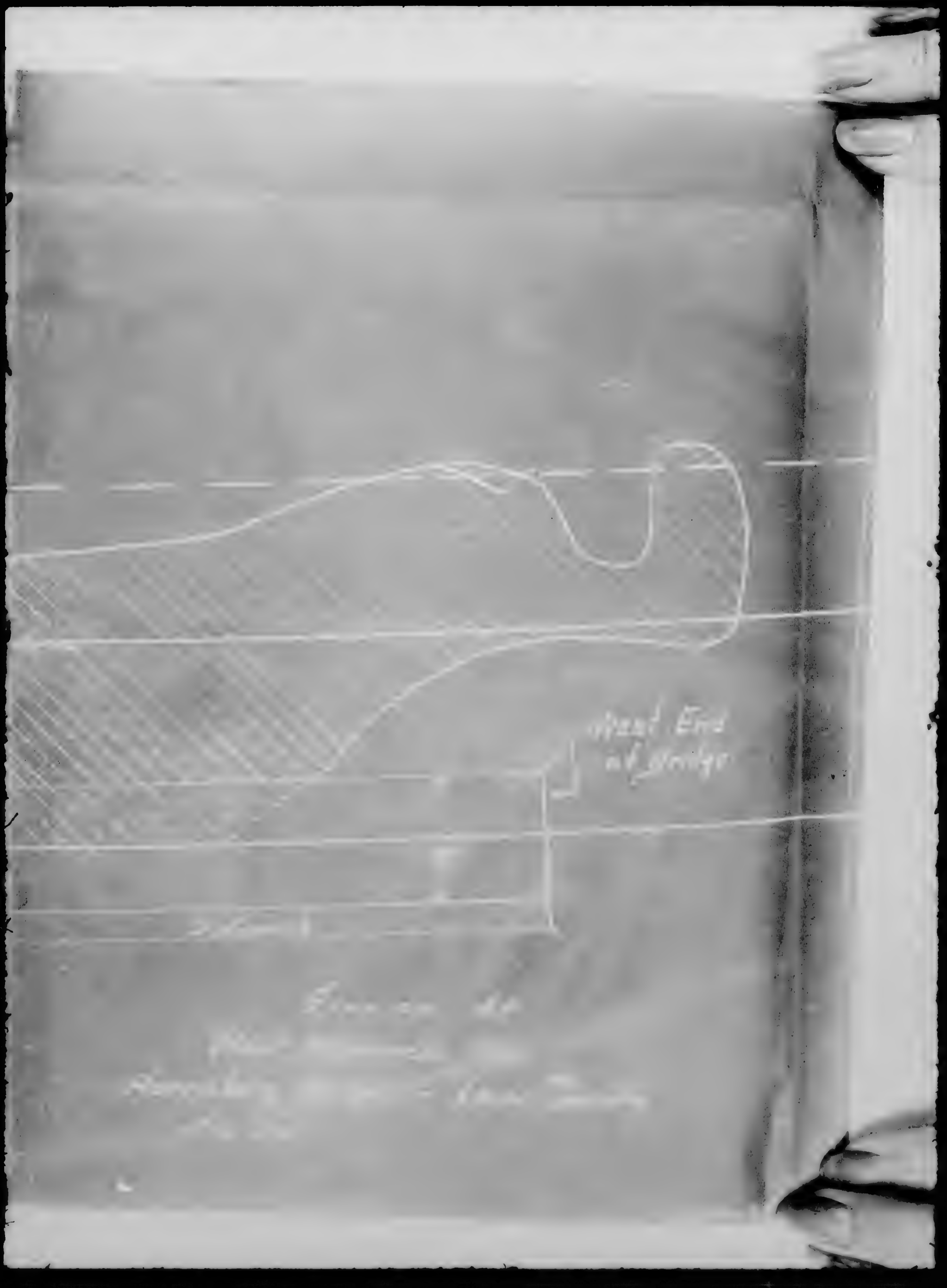
C. B. McCullough
Assistant State Highway Engineer

Attached

GSP GM
cc G. S. Paxson







RECEIVED
JAN 20 1945
'FOR FILING'

105 - A - 2

January 19,1945

United States Fidelity & Guaranty Co.,
Raymond C. Weise, Agent,
Bedell Building,
Portland 4, Oregon.

Gentlemen:

You are hereby notified that state highway contract No. 2568, for work on the Harrisburg Bridge on the Pacific Highway in Lane County has been completed by the contractor, Tom Lillebo, and that final payment in the amount of $1500.00 will be made on or after January 29, 1945.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, except the claim of E. C. Davenport, which previously has been reported to you. You are advised that the state assumes no responsibility for the Davenport claim or for any other claims should there be any.

For your information, we wish to advise that the total contract amount is $105,804.82, of which amount $822.32 represents the amount of force account items. This contract was completed on January 17, 1944 and accepted by the Commission on June 13, 1944.

This notice is served upon you since you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

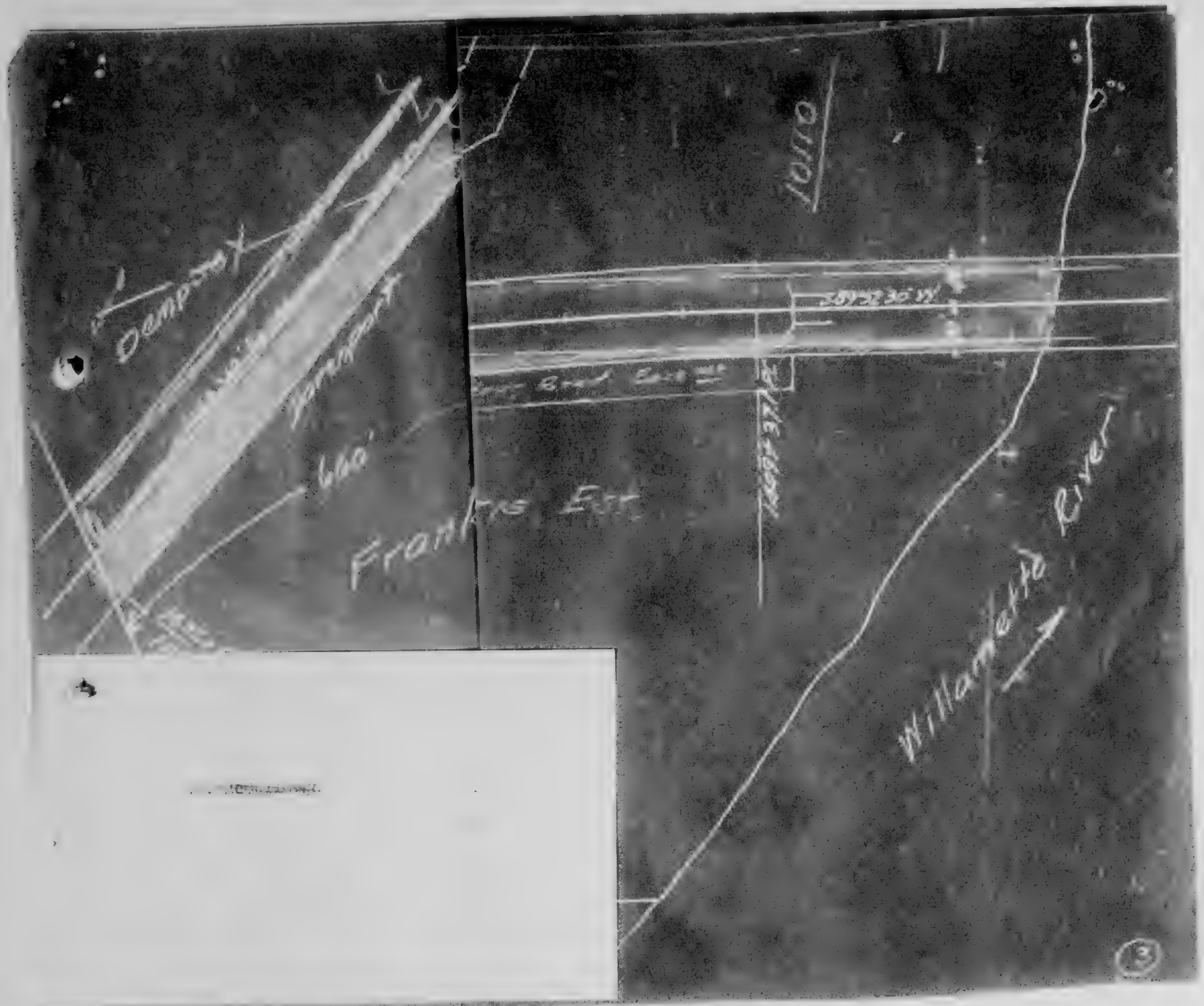
Very truly yours,

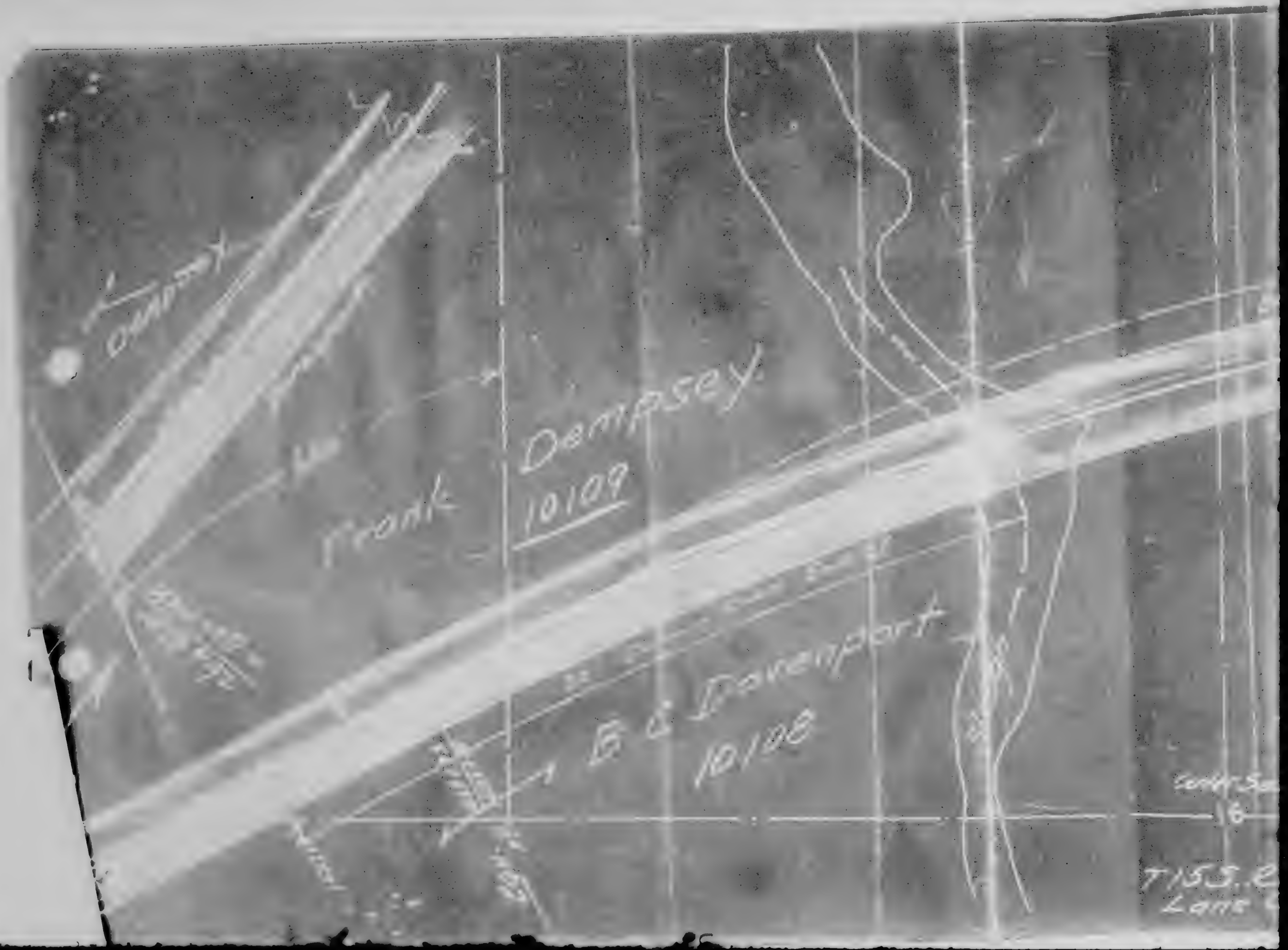
OREGON STATE HIGHWAY COMMISSION

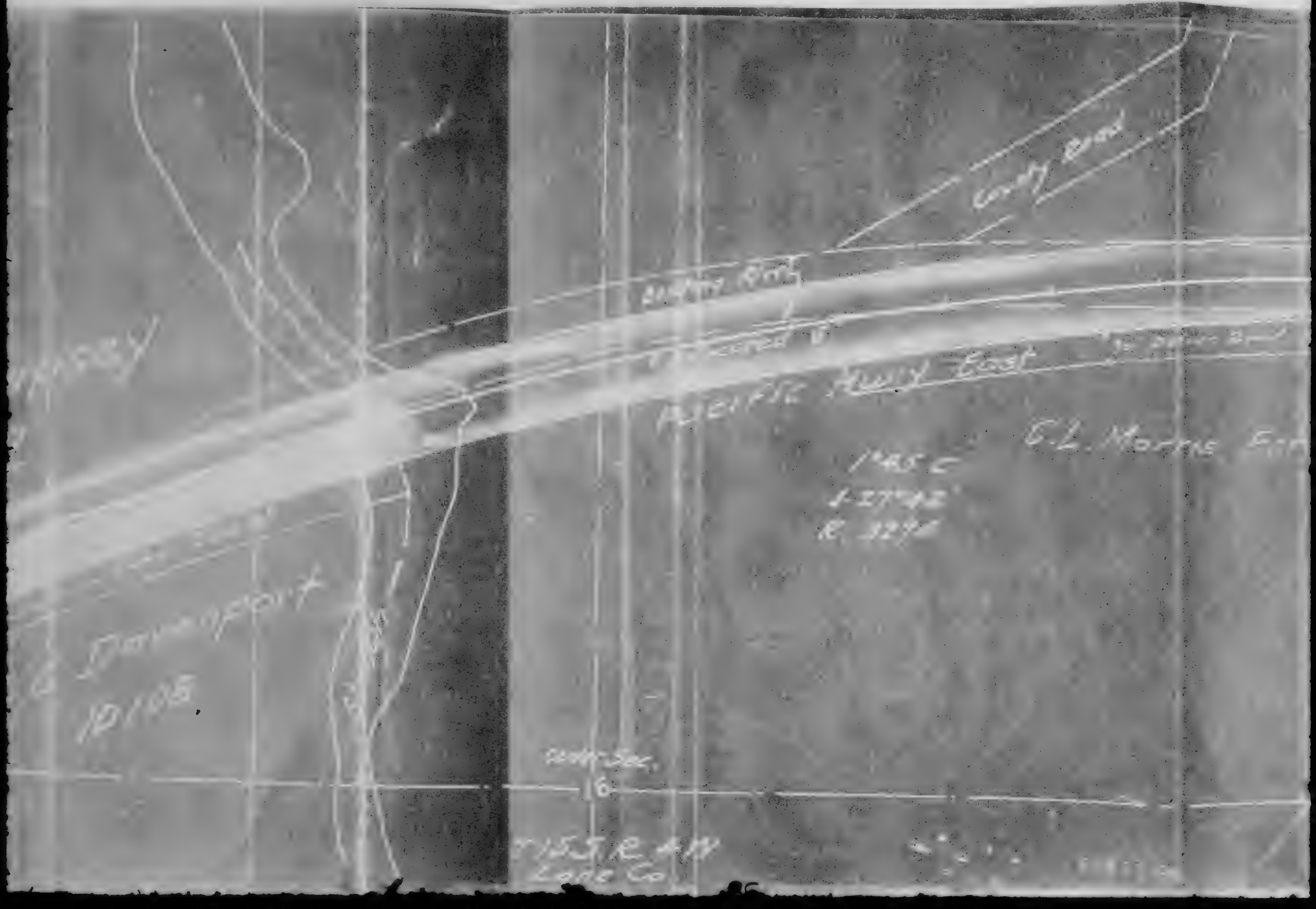
By
Secretary

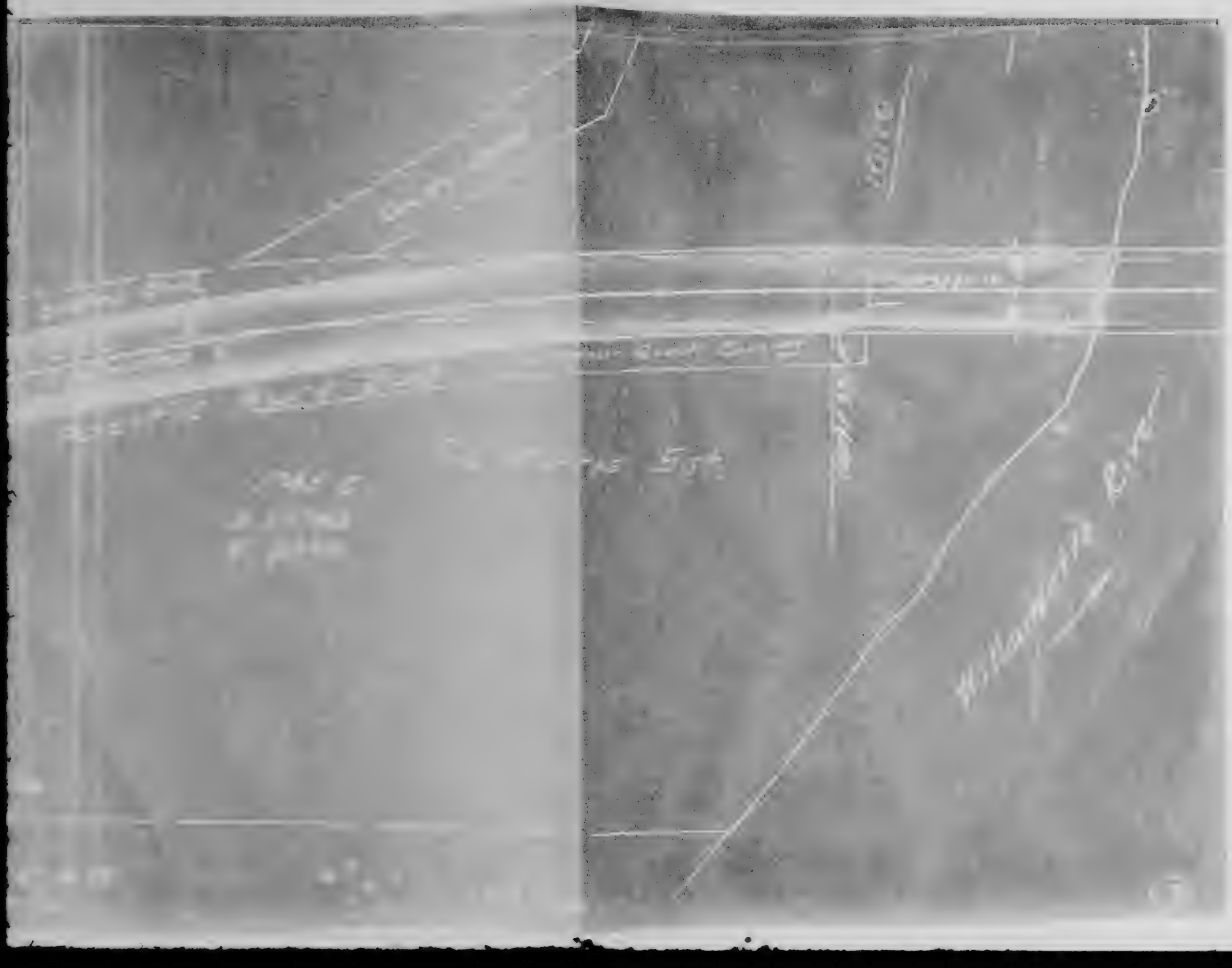
jee

NOTED ON CARD
1/19/45


Dempsey
660'
Frontage Rd.
Willamette R.
13


Frank
Dempsey
10109
E. & Davenport
10108
6
T15S., R
Lane


Sec. 16
S.L. Morris Est.



RECEIVED
JAN 17 1945
FOR FILING

105-A-2

Salem, Oregon
January 16, 1945

Mr. Milton H. Hunter,
Chief Accountant,
State Highway Dept.,
Building.

Dear Sir:

I have received a letter from the U. S. Fidelity & Guaranty Company, surety on the bond furnished by Contractor Tom Lillebo, in connection with his Contract No. 2566 for the reconstruction of the approaches to the Harrisburg Bridge in Lane County, releasing to Mr. Lillebo the balance of $1500.00 which we have been holding due to the claim of Mr. B. C. Davenport.

I have discussed this letter with Mr. Devers, the Commission's Chief Counsel, who has been in communication with Mr. Davenport by telephone as well as by letter. Mr. Davenport was advised by Mr. Devers as to the procedure to follow in connection with the formal filing of the claim and the taking of action against Mr. Lillebo, but it appears that Mr. Davenport has not seen fit to benefit by Mr. Devers' advices.

In view of the circumstances, Mr. Devers has today authorized immediate release of the balance due Mr. Lillebo in connection with this job. So you are at liberty to mail the warrant to Mr. Lillebo whenever it is ready. I would appreciate being advised when the warrant is being mailed.

Very truly yours,

RMG/jee

Secretary.

cc: Miss Wicklander

NOTED ON CARD
1/16/45

Salem, Oregon
January 10, 1945

Final payment on
Contract No. 2568.

Mr. J. M. Devers,
Office

Dear Sir:

I am wondering whether or not you have had any further word from Mr. Davenport regarding his claim against Tom Lillebo.

When I discussed this matter with you several days ago, you suggested that final payment of $1500 due Mr. Lillebo be withheld until January 10th. Today is January 10th, and the question arises whether or not to release the warrant.

I would be pleased if you will advise me.

Respectfully yours,

EEG/jee

Secretary

1/16/45 -
Mr. Devers released warrant today
OK'd

1 1 1A -21-44

M

COMMISSIONERS

T. H. BANFIELD, CHAIRMAN
PORTLAND

ARTHUR W. SCHAUPP, MEMBER
KLAMATH FALLS

MERLE R. CHESSMAN, MEMBER
ASTORIA

OREGON
STATE HIGHWAY COMMISSION
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER

C. S. McCULLOUGH
ASSISTANT STATE HIGHWAY ENGINEER

J. M. DEVERS
CHIEF COUNSEL

H. B. GLAISYER
SECRETARY

December 30, 1944

Mr. E. C. Davenport,
425 Lawrence Street,
Eugene, Oregon.

Dear Mr. Davenport:

Mr. Glaisyer has just handed me your letter dated December twenty-ninth with respect to your claim against Mr. Lillebo.

Mr. Glaisyer has already advised you that the surety on Mr. Lillebo's construction bond has advised the Commission that it may release and pay to Mr. Lillebo the balance due under his contract.

Since you have filed no suit or action against Mr. Lillebo and have not by any legal process tied up the money due him, it is my opinion that the Commission cannot arbitrarily withhold from Mr. Lillebo the balance due under his contract.

Your notice of claim was sufficient justification for the Commission to withhold payment until payment was released by the surety, but now that the surety has released the money and directed that it be paid to Mr. Lillebo, I am of the opinion that the Commission cannot longer withhold the balance due. I suggest that you consult your attorney for further advice.

Yours very truly,

J. M. DEVERS

JMD:PW

cc H. B. Glaisyer

Davenport phoned 1/2/45 3:45 pm re this
matter case open in 1/3/45 in pm
Davenport will come
told will Jan 10

WALTER R. CHERRY
KENNETH HYATT
ARTHUR W. SCHMIDT, JR.
FONTAINE C. CHAMBERS
J. H. SANFIELD
COMMISSIONERS

December 27, 1944

Mr. B. C. Davenport,
Junction City,
Oregon.

Dear Mr. Davenport:

The State Highway Commission is in receipt of a letter from the United States Fidelity & Guaranty Company, authorizing release to Contractor Tom Lillebo of the balance of $1500 due Mr. Lillebo in the performance of his Contract No. 2568 with the State of Oregon, for the reconstruction of the approaches to the Harrisburg Bridge on the Pacific Highway in Lane County.

In checking over our files, I can find no evidence to the effect that your claim against Mr. Lillebo has been satisfied. It is assumed, however, that you have received satisfaction, in view of the above mentioned letter of the bonding company releasing final payment in connection with this job. It was thought best, however, to contact you relative to this payment before releasing the warrant, to ascertain whether or not you have any reason that would justify the Highway Commission in withholding this final payment from Mr. Lillebo for a longer period of time.

I will appreciate an immediate reply. I enclose a stamped addressed envelope for your convenience.

Respectfully yours,

Secretary,
OREGON STATE HIGHWAY COMMISSION

HBG/jee
Encl.

December 21, 1944

United StatesFidelity & Guaranty Co.,
1112 Bedell Building,
Portland 4, Oregon.

Attention: I. R. Lund,
Supt. of Claims.

Gentlemen:

I wish to acknowledge receipt of and to thank you for your letter of the 18th inst., advising that you have no objections to the release of the balance of $1900 due Mr. Tom Lillebo, Contractor, for the reconstruction of the approach to the Harrisburg Bridge on the Pacific Highway at Harrisburg, Contract No. 2566.

Our actions in connection with this job will be governed accordingly.

Respectfully yours,

HEG/jeo

Secretary,
OREGON STATE HIGHWAY COMMISSION

UNITED STATES FIDELITY & GUARANTY COMPANY
Portland Office
1112 Bedell Building, Portland 4, Oregon.

December 18, 1944

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

You are hereby authorized to release the balance of $1500.00 being retained on the contract of Tom Lillebo, #2568, covering the construction of the approach to the Harrisburg Bridge in Lane County, Oregon, bridge #583A, on which we carried his contract bond, said retained sum being withheld in accordance with our request of July 5, 1944 and your acknowledgment of July 10, 1944.

Yours very truly,

(Signature) _____
I. R. Lang
Supt. of Claims

IRL:w
cc: Tom Lillebo

COPY

original & this filed in contract

105-A-2

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

September 11, 1944

RECEIVED
SEP 12 1944
OREGON
STATE HIGHWAY COMMISSION

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Final inspection of Oregon SM-FAP 105-A(2), Harrisburg Bridge over Willamette River, Pacific Highway East, was made by a representative of this office on December 17, 1943.

Prompt submission of the final voucher will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By L. Caufield
L. J. Caufield
Sr. Highway Engineer

Reedsport Ore 7-14-44

-A-2

B Glaisyer
Oregon State Highway Dept
Salem Ore

Harrisburg Bridge

Dear Sir: I received a copy of letter from Bonding Co
consenting to release retained money exceept $1500.00
please forward the difference.
I cant seem to agree with Mr Davenport on what is a fair
adjustment of his claim. Mr G S Paxson is aquinted with
the details approxamatly 1/4 acre of land was damaged

Yours truly
Tom Lillebo

RECEIVED
JUL 17 1944
OREGON
STATE HIGHWAY COMMISSION

NOTED
H. B. GLAISYER

RECEIVED
JUL 11 1944

05-A-2

Salem, Oregon
July 10, 1944

Mr. S. A. Thomas
Mr. H. H. Probert

Please note attached from U. S. F. & G. Company regarding final payment to Tom Lillebo on Harrisburg Bridge Approaches, Contract No. 2566.

We may now proceed to make final payment, withholding $1000 as requested.

C. H. McCullough

ACB.

cc J.H.Barnes
L.H.Metzger

cm/h

COPY

UNITED STATES FIDELITY AND GUARANTY COMPANY

PORTLAND OFFICE

1112 BEDELL BUILDING, PORTLAND 4, OREGON

Telephone: Atwater 8511

W. TALBOT SINCLAIR
Manager

JOHN I. WILKES
Superintendent of Claims

July 5, 1944

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

This is to notify you that the United States Fidelity and Guaranty Company, surety on the contract bond of Tom Lillebo covering the construction of the approach to the Harrisburg Bridge in Lane County, Oregon, Bridge No. 583A, Contract No. 2568, does hereby authorize the State Highway Commission to release all funds due the said Tom Lillebo on said contract project, with the exception of $1500.00. This amount to be retained and withheld by the said State Highway Commission pending further notice or release from said surety, United States Fidelity and Guaranty Company.

Yours very truly,

(Signed) I. R. Lang,

I. R. Lang
Supt. of Claims

IRL;ms

RECEIVED
JUL 11 1944
FOR FILING

105-H-2

July 10, 1944

U. S. Fidelity and Guaranty Co.
1112 Bedell Building
Portland 4, Oregon

ATTENTION: I. R. Long
Superintendent of Claims

Gentlemen:

This acknowledges receipt of your letter of July 5 authorizing the State Highway Commission to release all funds due Tom Lillebo, contractor for the reconstruction of the approach to the Mabrytsburg Bridge on the Pacific Highway in Lane County, Contract No. 2568, except the sum of $1500.00.

We wish to thank you for this information. The auditor is being instructed accordingly today. We note that you are asking us to withhold $1500.00 notwithstanding the fact that the Davenport claim was in the amount of $2000.00, as stated to you in my previous letter.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

HBG/mh
cc: Tom Lillebo
H. H. Hanks

Dear Mr. Hanks:

Attached is a copy of the letter from Mr. Long for your information.

Secretary

UNITED STATES FIDELITY AND GUARANTY COMPANY
PORTLAND OFFICE
1112 Bedell Building, Portland 4, Oregon
Telephone: Atwater 8511

July 5, 1944

COPY

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

This is to notify you that the United States Fidelity and Guaranty Company, surety on the contract bond of Tom Lillebo covering the construction of the approach to the Harrisburg Bridge in Lane County, Oregon, Bridge No. 583A, Contract No. 2568, does hereby authorize the State Highway Commission to release all funds due the said Tom Lillebo on said contract project, with the exception of $1500.00. This amount to be retained and withheld by the said State Highway Commission pending further notice or release from said surety, United States Fidelity and Guaranty Company.

Yours very truly,

/s/ I. R. Lang

I. R. Lang
Supt. of Claims

IRL:me

7/10/44
original of this letter
filed in contract
#2568

COPY

...tem of this
...ion unwithstanding the
...claim to for 2000

...SON
...Y COMMISSION
...EM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
C. B. McCULLOUGH
ASSISTANT STATE HIGHWAY ENGINEER
J. M. DEVERS
CHIEF COUNSEL
H. B. GLAISYER
SECRETARY

...1944

Dear Sir:

The Highway Commission notified Mr. Lillebo and his surety that you had given notice of a claim against Lillebo in the sum of $2,000. The Commission has now received from the bonding company a letter which I quote:

"This is to notify you that the United States Fidelity and Guaranty Company, surety on the contract bond of Tom Lillebo covering the construction of the approach to the Harrisburg Bridge in Lane County, Oregon, Bridge No. 5831, Contract No. 2566, does hereby authorize the State Highway Commission to release all funds due the said Tom Lillebo on said contract project, with the exception of $1500.00. This amount to be retained and withheld by the said State Highway Commission pending further notice or release from said surety, United States Fidelity and Guaranty Company."

NOTED
H. B. GLAISYER

The Commission is now under obligation to settle with Mr. Lillebo for the full amount of money earned under his contract and yet unpaid, withholding, however, the sum of $1500. The Commission is proceeding now to make settlement on that basis.

There is nothing that the Commission can do with respect to your claim other than hold the $1500 until you and Mr. Lillebo reach a settlement.

Yours very truly,

J. M. DEVERS

JMD:FW

cc H. B. Glaisyer
C. B. McCullough

June 19, 1944

United States Fidelity and Guaranty Company
Bedell Building
Portland 4, Oregon

Attention: Mr. Raymond C. Hales

Gentlemen:

This letter is directed to you as surety on the bond furnished by Mr. Lillebo in connection with his contract with the State Highway Commission for the construction of the approaches to the bridge over the Willamette River on the Pacific Highway East at Harrisburg, Contract No. 2566, the acceptance of which contract had the attention of the State Highway Commission at its last meeting on June 13, 1944.

I am pleased to inform you that the Highway Commission, after discussion, accepted this contract as completed by Mr. Lillebo and authorized payment of the final estimate for work performed subject, however, to consideration of claims that may be outstanding against this job.

The Highway Commission's records disclose only one claim remaining unsatisfied, being that of Mr. B. G. Davenport, Junction City, who alleges that his property adjacent to the highway improvement was damaged by reason of the contractor's operations to the extent of $2,000 and is requesting reimbursement in such amount from the contractor. You were advised of the nature of Mr. Davenport's claim by the State Highway Engineer in his letter of March 21, 1944 to which I refer you. The State Highway Commission assumes no responsibility or obligation whatsoever with respect to the payment of this claim or any claim, should there be any outstanding against this work, but believes it proper that the claim be called to your attention and that you be given an opportunity to express your wishes with respect to the release of the final payment to Mr. Lillebo which I might say amounts to $8,420.30.

Will you therefore please advise the Highway Commission whether or not it is your wish that Mr. Lillebo be paid in full for the work performed under this contract regardless of the Davenport claim. Also in the event you do not want the Highway Commission to release the full amount of the final payment to Mr. Lillebo, how much money do you wish retained by the Commission pending satisfactory settlement of the Davenport controversy.

The Highway Commission is ready and willing to make final settlement with Mr. Lillebo in connection with this job on or after Thursday, June 29, 1944 and will appreciate a letter from you in the meantime stating your wishes with regard thereto.

Very truly yours,

Secretary,
OREGON STATE HIGHWAY COMMISSION

vs

P.S. Since dictating the above I have received your letter of June 16th, which is hereby acknowledged. The report that you received to the effect that the Highway Commission has accepted this contract is correct. The specific date of acceptance by the Commission is June 13, 1944.

MEC

cc Mr. Tom Lillebo,
Reedsport, Oregon

cc Mr. McCullough
cc Mr. Paxson
cc Mr. Devers

Noted & forward!
V.H.

UNITED STATES FIDELITY AND GUARANTY COMPANY
PORTLAND OFFICE
1111 BEDELL BUILDING, PORTLAND 4, OREGON
TELEPHONE ATWATER 8511

OREGON
STATE HIGHWAY COMMISSION

R. H. BALDOCK
STATE HIGHWAY ENGINEER
C. B. McCULLOUGH
ASSISTANT STATE HIGHWAY ENGINEER
J. H. DEVERS
CHIEF COUNSEL
H. B. GLAISYER
SECRETARY

June 17, 1944

W. TALBOT SINCLAIR
Manager

JOHN X. WILKES
Superintendent of Claims

Mr. Tom Lillebo,

Reedsport, Oregon.

Dear Sir:

The Highway Commission at its meeting held in Portland this week accepted as completed the contract for the work done by you on the Harrisburg Bridge. The action of the Commission puts the contract in line for final settlement, and final settlement could be made were it not for the fact that Mr. Davenport, a property owner whose property adjoins the bridge, has notified the Highway Commission of a claim against you for damage to his property, and has required that sufficient funds be withheld pending adjustment of the controversy between you and him. May I suggest therefore that you contact Mr. Davenport concerning this matter?

The Highway Commission is not in any way attempting to pass on the merits of the claim but is, in my opinion, responding to its legal obligation with respect to the notice which has already been served on the Commission.

Yours very truly,

J. H. DEVERS

JHD:FW

cc H. B. Glaisyer

RECEIVED
JUN 19 1944
STATE HIGHWAY COMMISSION

NOTED
H. B. GLAISYER

UNITED STATES FIDELITY AND GUARANTY COMPANY

PORTLAND OFFICE

1112 BEDELL BUILDING, PORTLAND 4, OREGON

TELEPHONE: ATWATER 8511

W. TALBOT SINCLAIR
Manager

JOHN X. WILKES
Superintendent of Claims

June 16, 1944

Oregon State Highway Commission
Salem, Oregon

Re: Tom Lillebo 58600-12-232-42

Gentlemen:

We are now advised that the Commission has approved the Harrisburg Bridge Project on the Pacific Highway in Lane County, constructed by Tom Lillebo, Contract 2568. Will you please advise verification of the above report giving the exact date the contract was approved.

Yours very truly,

I. R. Lang

I. R. Lang
Supt. of Claims

IRL:me

RECEIVED
JUN 19 1944
OREGON
STATE HIGHWAY COMMISSION

ACKNOWLEDGED
H. B. [illegible]

FORM E-90 25M 8-40

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 15, 1944

SUBJECT: Harrisburg Bridge Approach

To: Mr. C. B. McCullough
Asst. State Highway Engineer
O f f i c e

Dear Sir:

The Commission yesterday accepted the Harrisburg Bridge Approach job. We are holding $8,420.90 on this project, which is probably considerably more than the amount of the Davenport claim against Mr. Lillebo. I would like to pay as much of this amount as is deemed advisable and would ask your advice as to how much should be retained.

Very truly yours,

G. S. Paxson
Bridge Engineer

GSP GM

REFERRED TO
Chief Engineer

FORM E-30 25M 5-43

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

AGENDA
JUN 14 10.4
4i

Salem, Oregon
May 25, 1944

SUBJECT:

To: Mr. C. B. McCullough,

Office.

Dear Mr. McCullough:

Some few days ago I advised you with respect to the Lillebo contract for the Harrisburg Bridge that I thought it would be sufficient if the Commission withheld from final settlement the sum of $1500.

Recently Mr. Davenport conferred with me and stated that if his claim is not settled immediately his loss may be $2,000 instead of $1500. He is measuring his loss by the depreciation in the market price of his property.

Some time ago he had a sale about consummated where the purchaser was paying $8,000, so I am advised, but when the purchaser saw the condition of the property with respect to river action the deal was dropped. Mr. Davenport now advises me that he has a sale for the property at $6,500, but before he can make that sale he must make settlement with the bridge contractor on the basis of a $1500 damage. He has advised me further that if the second sale falls through his damage will be measured by the difference between the amount of the first sale and whatever he must take for his property.

I would suggest, therefore, that if settlement is made with Lillebo before he makes satisfactory adjustment with Mr. Davenport $2,000 be withheld so as to protect the State.

Yours very truly,

J. M. DEVERS

JMD:PW

REFERRED TO
Chief Engineer

Manager
Please see me re this before comm. makes
C B Mc
S+C

FORM E-20 25M 8-42

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 18, 1944

SUBJECT: Harrisburg Bridge

To: Mr. G. S. Paxson
Bridge Engineer
O f f i c e

Dear Sir:

Please arrange to give Mr. Glaisyer the data so that this job may be accepted by the Commission on June 13, unless there is some work which remains unfinished; in which latter case, I think you should get hold of Tom Lillebo and have the thing wound up so that the job can be accepted on the above date.

Very truly yours,

C. B. McCullough
Assistant State Highway Engineer

CBM RHS
cc H. B. Glaisyer

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

[illegible], Oregon
[illegible]

SUBJECT:

TO: [illegible]
[illegible]
[illegible]

Dear Sir:

[illegible]

I wonder with you that the job should be accepted on that the contract at a sudden attempt for the filing of claims may cause to run. In anticipation of your reply which will be following communication

1. Have the job formally accepted by the Highway Commission at the next meeting.

2. [illegible]

[illegible]

[illegible]
[illegible]

cc: [illegible]
[illegible]

COMMISSIONERS
T. H. BANFIELD, CHAIRMAN
PORTLAND
ARTHUR W. SCHAUPP, MEMBER
KLAMATH FALLS
MERLE W. CHESSMAN, MEMBER
ASTORIA

OREGON
STATE HIGHWAY COMMISSION
SALEM

R. H. BALDOCK, STATE HIGHWAY ENGINEER
C. B. McCULLOUGH, ASSISTANT STATE HIGHWAY ENGINEER
J. M. DEVERS, CHIEF COUNSEL
H. B. GLAISYER, SECRETARY

March 21, 1944

Mr. Tom Lillebo
Reedsport, Oregon.

Mr. Raymond [illegible]
United States Fidelity & Guaranty Co.
Sadell Building
Portland 4, Oregon.

Gentlemen:

There was filed with the Highway Commission a claim by H. G. Davenport of Junction City, for reimbursement for damage which he claims he sustained in connection with State Highway Contract No. 2404, in which contract Tom Lillebo was contractor and United States Fidelity & Guaranty Company was surety on the bond.

It is claimed by Mr. Davenport that the contractor maintained a stockpile of lumber which during high water, created some sort of an eddy or current in the river which caused damage to his land, and he has asked the Highway Commission to give attention to this claim.

The Highway Commission does not attempt to pass on the merits of the claim but feels under obligation, contractual and otherwise, to call to your attention the fact that the claim has been filed and to say to you that final settlement on the contract cannot be made until some disposition is made of the claim or until the surety company assumes obligation and thus directs the Highway Commission to make final settlement on the contract, notwithstanding the pending claim.

For such value as it may serve, it is suggested that perhaps a meeting on the ground should be had for discussion of the claim and the causes of the damage. If such meeting is arranged, the Highway Commission will be glad to have a representative there.

Yours very truly,

R. H. Baldock
State Highway Engineer

jm:fm

cc H. B. Glaisyer
G. A. Peterson

RECEIVED
JUN 27 1944
FOR FILING

105-A-2

June 24, 1944

United States Fidelity and Guaranty Company
1111 Dekoll Building
Portland 4, Oregon

Attention: Mr. L. R. Long, Supt. of Claims

Gentlemen:

This acknowledges your letter of June 23 requesting us to withhold payment of the final estimate to Mr. Tom Hilleke for work performed under Contract No. 2565 until you have been advised by your Home Office as to the disposition of this payment and such information has been forwarded to the State Highway Commission.

We will be pleased to comply with your request in this regard but anticipate that we will receive such information by June 29 or shortly thereafter.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

MDG:vbb

cc - Bidder
Mr. Hansen
Mr. McCullough
Mr. Bowers

Returned on card
V. ad.

UNITED STATES FIDELITY AND GUARANTY COMPANY

PORTLAND OFFICE

1112 BEDELL BUILDING, PORTLAND 4, OREGON

TELEPHONE: ATWATER 8511

W. TALBOT SINCLAIR
Manager

JOHN X. WILKES
Superintendent of Claims

June 22, 1944

Oregon State Highway Commission
Salem, Oregon

Re: Tom Lillebo - 58600-12-232-42

Gentlemen:

This will acknowledge receipt of your letter of June 19, 1944, regarding release of the final payment on contract No. 2568 performed by Mr. Lillebo.

I have submitted this matter to our Home Office and should have their reply by June 29th, the date you advised the Commission will be ready to effect final settlement with Mr. Lillebo or shortly thereafter. However, I would appreciate your withholding this final payment pending further advices or authorization from us.

Very truly yours,

I. R. Lang
Supt. of Claims

IRL:hj

RECEIVED
JUN 24 1944
OREGON
STATE HIGHWAY COMMISSION

ACKNOWLEDGED
H. B. CL[illegible]

FORM S-123X 6M 7-40

COMMISSIONERS
T. H. BANFIELD, CHAIRMAN
PORTLAND
ARTHUR W. SCHAUPP, MEMBER
KLAMATH FALLS
MERLE R. CHESSMAN, MEMBER
ASTORIA

OREGON
STATE HIGHWAY COMMISSION
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
C. H. McCULLOUGH
ASSISTANT STATE HIGHWAY ENGINEER
J. M. DEVERS
CHIEF COUNSEL
H. B. GLAISYER
SECRETARY

June 19, 1944

105-A-2

United States Fidelity and Guaranty Company
Bedell Building
Portland 4, Oregon

Attention: Mr. Raymond C. Weiss

Gentlemen:

This letter is directed to you as surety on the bond furnished by Mr. Lillebo in connection with his contract with the State Highway Commission for the construction of the approaches to the bridge over the Willamette River on the Pacific Highway East at Harrisburg, Contract No. 2568, the acceptance of which contract had the attention of the State Highway Commission at its last meeting on June 13, 1944.

I am pleased to inform you that the Highway Commission, after discussion, accepted this contract as completed by Mr. Lillebo and authorized payment of the final estimate for work performed subject, however, to consideration of claims that may be outstanding against this job.

The Highway Commission's records disclose only one claim remaining unsatisfied, being that of Mr. B. C. Davenport, Junction City, who alleges that his property adjacent to the highway improvement was damaged by reason of the contractor's operations to the extent of $2,000 and is requesting reimbursement in such amount from the contractor. You were advised of the nature of Mr. Davenport's claim by the State Highway Engineer in his letter of March 21, 1944 to which I refer you. The State Highway Commission assumes no responsibility or obligation whatsoever with respect to the payment of this claim or any claim, should there be any outstanding against this work, but believes it proper that the claim be called to your attention and that you be given an opportunity to express your wishes with respect to the release of the final payment to Mr. Lillebo which I might say amounts to $8,420.93.

COMMISSIONERS

T. H. BANFIELD, CHAIRMAN
PORTLAND

ARTHUR W. SCHAUPP, MEMBER
KLAMATH FALLS

MERLE R. CHESSMAN, MEMBER
ASTORIA

OREGON
STATE HIGHWAY COMMISSION
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER

C. S. McCULLOUGH
ASSISTANT STATE HIGHWAY ENGINEER

J. M. DEVERS
CHIEF COUNSEL

H. B. GLAISYER
SECRETARY

Will you therefore please advise the Highway Commission whether or not it is your wish that Mr. Lillebo be paid in full for the work performed under this contract regardless of the Davenport claim. Also in the event you do not want the Highway Commission to release the full amount of the final payment to Mr. Lillebo, how much money do you wish retained by the Commission pending satisfactory settlement of the Davenport controversy.

The Highway Commission is ready and willing to make final settlement with Mr. Lillebo in connection with this job on or after Thursday, June 29, 1944 and will appreciate a letter from you in the meantime stating your wishes with regard thereto.

Very truly yours,

H. H. Devers

#15

Secretary,
OREGON STATE HIGHWAY COMMISSION

vs

P.S. Since dictating the above I have received your letter of June 16th, which is hereby acknowledged. The report that you received to the effect that the Highway Commission has accepted this contract is correct. The specific date of acceptance by the Commission is June 13, 1944.

HHD

cc Mr. Tom Lillebo,
Reedsport, Oregon

cc Mr. McCullough
cc Mr. Paxson
cc Mr. Devers

FORM E-80 REM 8-49

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 22, 1944

105A-2

SUBJECT:

To: Mr. C. B. McCullough,

Office.

Dear Mr. McCullough:

The procedure you have suggested in your letter of the eighteenth concerning settlement on the Tom Lillebo Harrisburg bridge contract it seems to me is proper, and I concur in your proposed plan.

Yours very truly,

J. M. Devers

J. M. DEVERS

JMD:PW

RECEIVED
MAY 1944
FOR FILE

105 A-2

Salem, Oregon
May 13, 1944

Mr. J. H. Devers
Chief Counsel
O f f i c e

Contract #2568

Dear Sir:

Receipt is acknowledged of your communication of May 17 in regard to final payment on contract for work on the Harrisburg Bridge (Tom Lillebo, contractor).

I concur with you that the job should be accepted so that the period of 6 months allowed for the filing of claims may start to run. If satisfactory to you, therefore, we will adopt the following procedure:

1. Have the job formally accepted by the Highway Commission at its next meeting.

2. As soon as the job is accepted, we will have Mr. Glaisyer notify the surety company of such fact and request definite advice as to whether they will give their consent to the making of final payment; or as an alternate, if they desire us to release all of the retained percentage, except such amount as is necessary to protect against the Davenport claim and/or any other claims filed.

Very truly yours,

C. B. McCullough
Assistant State Highway Engineer

CBM RHS
cc G. S. Paxson
H. B. Glaisyer

FORM E-20 25M 5-43

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 17, 1944

SUBJECT:

To: Mr. C. B. McCullough,

Office.

Dear Mr. McCullough:

I have just had a long distance telephone conversation with Mr. Lang, who represents the surety company on the bond given by Mr. Tom Lillebo in connection with his contract for work on the Harrisburg Bridge. Mr. Lang stated that the retained percentage is being held because of a claim filed by Mr. Davenport, a property owner. He wanted to know if the job had been accepted, and, if not, what is holding up the acceptance.

When the job is accepted I understand that the surety and the contractor will perhaps join in asking the Commission to release all of the retained percentage, except such amount as may be necessary to protect against the claim filed. If the job has been completed and is ready for acceptance, then it is my recommendation that the Commission accept the job formally so that the period of six months for claimants to file claims may begin to run, otherwise the contract will be open and subject to claims for an indefinite period.

So far as I understand the situation there is no legal impediment to an acceptance of the job as soon as it is completed. according to the terms of the contract, notwithstanding unpaid claims. Will you please give this matter your attention.

Yours very truly,

J. M. DEVERS

JMD:PW

May 17, 1944

RECEIVED
MAR 23 1944
FOR FILING

105-A-2

March 21, 1944

Mr. Tom Lillebo,
Reedsport, Oregon.

Mr. Raymond Weiss, Agent,
United States Fidelity & Guaranty Co.,
Bedell Building,
Portland 4, Oregon.

Gentlemen:

There has been filed with the Highway Commission a claim by H. G. Davenport of Junction City for reimbursement for damage which he claims he sustained in connection with State Highway Contract No. 2568, in which contract Tom Lillebo was contractor and United States Fidelity & Guaranty Company was surety on the bond.

It is claimed by Mr. Davenport that the contractor maintained a stockpile of lumber which, during high water, created some sort of an eddy or other water action which caused damage to his land, and he has asked the Highway Commission to give attention to this claim.

The Highway Commission does not attempt to pass on the merits of the claim but feels under obligation, contractual and otherwise, to call to your attention the fact that the claim has been filed and to say to you that final settlement on the contract cannot be made until some disposition is made of the claim or until the surety company assumes obligation and thus directs the Highway Commission to make final settlement on the contract, notwithstanding the pending claim.

For such value as it may serve, it is suggested that perhaps a meeting on the ground should be had for discussion of the claim and the causes of the damage. If such meeting is arranged, the Highway Commission will be glad to have a representative there.

Yours very truly,

R. H. Baldock
State Highway Engineer

JMDePW

cc H. S. Gleingyer

G. E. Parsen

...Oregon
...18, 1944

...idge

May 18, 1944

Mr. McCullough:

This letter concerns Lillebo's Cont. #2568 - Reconstruction of the Harrisburg Bridge approach. The job was completed Jan, 17, 1944. I called Reeves and he said that he had held up having the job accepted on orders from Paxson on account of Davenports claim. This is rather unusual as we always have contracts accepted unless there are many claims filed. The total amount due on the job is $8,421.74.

McFarland

...data so that
...13, unless
...ch latter case,
... the thing
...ve date.

C. B. McCullough
Assistant State Highway Engineer

CBM EHS
cc M. B. Glaisyer

RECEIVED
MAY 25 1944
FOR FILING

105-P-2

Salem, Oregon
May 18, 1944

Harrisburg Bridge

Mr. C. S. Paxson
Bridge Engineer
Office

Dear Sir:

Please arrange to give Mr. Glaisyer the data so that this job may be accepted by the Commission on June 13, unless there is some work which remains unfinished; in which latter case, I think you should get hold of Tom Lillebo and have the thing wound up so that the job can be accepted on the above date.

Very truly yours,

C. B. McCullough
Assistant State Highway Engineer

CBM:RHS
cc M. B. Glaisyer

RECEIVED
APR 5 1944
FOR FILING

105-A-2

April 4, 1944

Mr. Tom Lilleb
Reedsport, Oregon

Dear Mr. Lilleb:

The State Highway Commission, at its meeting on March 28, 1944, granted you the extension of time requested, from September 30, 1942 to January 17, 1944 without penalty, in connection with contract No. 2568, for reconstruction of the Harrisburg Bridge approach.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By Secretary

cc- G. S. Paterson

RECEIVED
MAR 18 1944
FOR FILING

105-A-2

Salem, Oregon
March 17, 1944

Contract No. 2568

Mr. H. H. Hawke
Accounting Department
OFFICE

Please hold final payment to Tom Lillebo, Reedsport, on Contract No. 2568, covering the reconstruction of the Harrisburg Bridge approach on the Pacific Highway in Lane County.

This has been requested by Mr. G. S. Paxson because of the claim of Mr. Davenport.

Secretary

DF

RECEIVED
JAN 22 1944
FOR FILING

105-A-2

January 20, 1944

United States Fidelity and Guaranty Co.
Raymond C. Weiss, Agent
Bedell Building
Portland 4, Oregon

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to Tom Lilleba, on contract No. 2568, covering the reconstruction of the Harrisburg Bridge approach on the Pacific Highway in Lane County. This payment, in the amount of $5,127.81, will be made on or after January 31, 1944. The retained percentage is $3,011.87.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues, or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

Kindly acknowledge receipt of this letter.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

AO

NOTED
RUTH SMITH

RECEIVED
NOV 15 1943
FOR FILING

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

105-A-2

Salem, Oregon
November 5, 1943

SUBJECT: Revetment at Harrisburg

To: Mr. E. A. Collier
Maintenance Engineer
O F F I C E

RECEIVED
C. B. McCULLOUGH

Dear Sir:

Confirming our conversation of yesterday in regard to the revetment at Harrisburg, it is my understanding that Mr. Stiffler and Mr. Stephenson are going to confer with Mr. Lillebo and see if he will do this work pursuant to an extra work order under his contract, the work to consist of temporary repairs to the revetment at the two spots which we know about together with any other repairs which may appear necessary on further inspection. We should also do some riprapping around the piling and clean out the drift which is lodged against the structure.

I hope that something of this kind may be worked out.

Very truly yours,

C. B. McCullough

C. B. McCullough
Assistant State Highway Engineer

CBM:JF

cc: G. S. Paxson
Mr. C. B. McCullough

November 12, 1943

The above investigated November 8 by Mr. Stephenson, Mr. Lillebo and me. As a result, quantities were determined, and prices secured later in the day by Mr. Stephenson from the contractor.

RECEIVED

At this writing, a price agreement has been submitted to the contractor, Mr. Lillebo, for the additional work estimated at approximately $5000.00.

W. W. Stiffler
Assistant Maintenance Engineer

NOTED
W. W. STIFFLER WWS/hd

FORM E-101X 1M 5-40

RECEIVED
OCT 27 1943
FOR FILING

COMMISSIONERS
T. H. BANFIELD, CHAIRMAN
PORTLAND
ARTHUR W. SCHAUPP, MEMBER
KLAMATH FALLS
MERLE R. CHESSMAN, MEMBER
ASTORIA

OREGON
STATE HIGHWAY COMMISSION

R. H. BALDOCK
STATE HIGHWAY ENGINEER
C. S. McCULLOUGH
ASSISTANT STATE HIGHWAY ENGINEER
J. M. DEVERS
CHIEF COUNSEL
H. B. GLAISYER
SECRETARY

OFFICE OF G. S. PAXSON, BRIDGE ENGINEER
SALEM

105-A-2

October 25, 1943

Mr. Tom Lillebo
Reedsport, Oregon

Dear Sir:

Reference is made to your letter of October 18 concerning liability for damage to the Davenport property. The contractor's responsibility for damage is covered in Article 1.7.9. on Page 10 of the standard specifications. In part, this specification reads as follows:

"The contractor shall be responsible for all damages to property, injury to persons, and loss, expense, inconvenience, and delay that may be caused by or that may result from the carrying out of the work to be done under this contract or from any act, omission, or neglect of the contractor, his subcontractors, or his employees."

Under this specification, it would seem that you would be responsible for any damage to the abutting property which was occasioned by your construction operations. It is my understanding that at the time of the Willamette River flood you had a considerable amount of material stored above the old structure and that a considerable portion of this material lodged against the trestle bents of the old structure. If it can be shown that this material caused eddies or increased velocity of flow and was thus the primary cause of the scouring on and adjacent to the abutting property, it would seem that the above-quoted specification places the responsibility on you.

If you can cite circumstances which might affect your liability under the contractor's specifications, I would be glad to discuss the matter further with you.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

C. S. Paxson
Bridge Engineer

CSP CM

cc C. B. McCullough

RECEIVED
OCT 28 1943
FOR FILING

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 19, 1943

105-A-2

SUBJECT: Harrisburg Bridge

To: Mr. C. B. McCullough
Assistant State Highway Engineer
O f f i c e

RECEIVED
OCT 20 1943

Dear Sir:

I am in receipt of a letter from Mr. Lillebo, contractor on the Harrisburg Bridge, from which the following is quoted:

"Mr. Davenport owner of abuting property ajoining at the southwest end of tressel is making some complaint and suggest he should receive some damage on account of erosion under the bridge and which he claims has damaged his property do to this construction activity.

"I would like your opinion on my legel liability in this matter."

I believe this is a question which should be answered by Mr. Devers. I am telling Mr. Lillebo that it is being referred to our attorney.

It would seem to me that the extent of Mr. Lillebo's responsibility should depend upon the immediate cause of the damage. If the damage was caused by his method of operation and not by the finished product which he had contracted with us to build, then it would seem that it was his responsibility. From my observation and from the field reports, it seems that the damage was caused by construction material which he had stored in the field above the bridge and which washed down and lodged against the trestle bents, causing eddies and scour around these bents. In view of this, I believe that he is the responsible party. If, however, it was established that the scour was caused by the structure itself and would have occurred under any method of construction which he might have elected to follow, then I do not see how he could be held liable.

I would ask that you advise me whether you or Mr. Devers will answer Mr. Lillebo's inquiry.

Very truly yours,

G. S. Paxson
Bridge Engineer

GSP CM

RECEIVED
OCT 11 1943
FOR FILING

105-A-2

October 7, 1943

Mr. E. C. Davenport
Junction City, Oregon

Dear Mr. Davenport:

Receipt is acknowledged of your communication of October 4.

The first paragraph has to do with your claim against Mr. Lillebo, our contractor for the reconstruction of the Harrisburg bridge approaches, and in this paragraph you say, "I would appreciate to know how much time I have to file a damage claim."

As stated to you in my conversation on the ground the other day, all of our construction contracts carry an express stipulation to the effect that the contractor shall indemnify and save harmless the State Highway Commission and all its officers, agents and employees against any claim for damages caused by the contractor's work. As security for the enforcement of this and other provisions, the contractor is required to furnish a surety bond. This bond is in full force and effect for a period of six months after the contract is completed and finally accepted by the Highway Commission.

As you know, Mr. Lillebo has some more work to be done along the line of cleaning up the premises before his contract is finally completed, so that it will probably be another month at least before the Harrisburg job is finally accepted by the State Highway Commission. You will be fully protected if you file a claim within six months after that date; however, in order to be absolutely safe, I think that it would be advisable for you to file your claim earlier than that (say within the next three or four months), provided, of course, that you do not reach a settlement with Mr. Lillebo.

I trust that this information fully answers your inquiry. I am writing you separately in regard to the second matter mentioned in your letter.

Very truly yours,

C. B. McCullough
Assistant State Highway Engineer

CBM:JF
cc E. L. Peterson

October 7, 1943

Mr. B. C. Davenport
Junction City, Oregon

Dear Sir:

Further reference is made to your communication of October 4. The first paragraph has to do with your claim against Mr. Lillebo, and I have written you in regard to this under separate cover.

In the second paragraph of your letter you make inquiry in regard to the easement which you furnished this Department in connection with the construction of the Harrisburg structure. As stated to you on the ground, this is a matter which is handled by our legal and right of way department, and, therefore, something with which I have nothing to do.

I am transmitting your letter to Mr. J. W. DeSousa, Assistant Attorney for the State Highway Commission. Mr. DeSousa has charge of all right of way matters and will doubtless communicate with you in reference to this one.

Very truly yours,

C. B. McCullough
Assistant State Highway Engineer

CBM:JF

cc: J. W. DeSousa: Herewith letter from Mr. B. C. Davenport, together with copy of my reply. I saw Mr. Davenport on the ground the other day while I was inspecting the Harrisburg revetment. He seemed to think that we had secured an easement for a year and that, since the contractor had been there for considerably over a year, he should have extra compensation. I told him it was something over which I had no authority but that if he would call it to our attention in a written communication, I would see that it was brought to your notice.

C. B. M.

O
P
Y

Junction City, Oregon

Oct. 4, 1943

C. B. McCullough

Salem, Oregon

Dear Sir:

I have written to Mr. Lillebo asking for an expression of his mind in regard to the damage done to my farm. I would appreciate to know how much time I have to file a damage claim.

In regard to the easement lease I would like to know to whom I may look <u>too</u> for the second year lease money.

Mr. C. L. Gardiner is the man to contact.

Any suggestions and advice will be appreciated.

Yours Truly

B. C. DAVENPORT

RECEIVED
AUG 26 1943
FOR FILING
105-B-2

August 25, 1943

U. S. Fidelity & Guaranty Co.
1112 Bodell Bldg.
Portland, Oregon

Attention: Mr. R. Spalding

Gentlemen:

In Mr. Claiger's absence, I am replying to your letter of August 20, relative to the amount owing to Mr. Don Lillebo as of June 30, 1943.

As of June 30, 1943, we were indebted to Mr. Lillebo as follows:

1. For work done to June 15 on Contract No. 2568..... $13,474.85

2. For work done to May 15 on Contract No. 2591..... 4,033.05

$17,507.90

During the period, June 15 to August 15, the earnings of Mr. Lillebo on Contract No. 2568 amounted to $3,183.00. Our records do not show how much of this $3,183.00 was earned as of June 30, but apparently Mr. Lillebo reported the whole of it as having been earned as of that date.

There may have been some earnings on Contract No. 2591, subsequent to May 15, but, as no estimates have come in from the field since May 15, such earnings were probably small.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:EH

cc to E. R. Claiger

RECEIVED
JUL 9 1943
FOR FILING

105-A-2

July 9, 1943

Hon. Robert S. Farrell, Jr.
Secretary of State
Salem, Oregon

Dear Sir:

This will acknowledge receipt of your letter of July 3, 1943, enclosing a copy of a letter from the Chapman Lumber Company advising that their claim against Tom Millebe, contract No. 2568, for reconstruction of the Harrisburg Bridge approach, on the Pacific Highway, in Lane County, in the amount of $4,526.78, has been paid in full.

Thank you for this information.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

RS

ROBERT S. FARRELL JR.
SECRETARY OF STATE
SALEM, OREGON

July 3, 1943

Oregon State Highway Commission
Salem, Oregon

Gentlemen: Attention Mr. H.B. Glaisyer

There is enclosed for your information, a copy of a letter from the Chapman Lumber Company advising that their claim against Tom Lillebo and U. S. Fidelity and Guarantee Company has been satisfied.

Very truly yours,

Robert S. Farrell Jr.

Secretary of State

F:FO
enc.

REFERRED TO
Mrs Smith
BY SECRETARY

record this on card
A.B.S.

RECEIVED
JUL - 1943
HIGHWAY COMMISSION

C O P Y

CHAPMAN LUMBER COMPANY

1024-1027 Board of Trade Bldg.

Portland, Oregon

June 26, 1943

Hon. Robert S.Farrell
Secretary of State
Salem, Oregon

Dear Sir:

This will advise that the claimfiled with you by Chapman Lumber Company against Tom Lillebo and U. S. Fidelity and Guarantee Company on June 14, 1943, in the amount of $4,526.78 has been fully paid and satisfied and you may advise the debtor and his surety that such is the case.

Very truly yours,

CHAPMAN LUMBER COMPANY

By: O. H. Langslet

RECEIVED
FOR FILING
State Highway Commission
105-A-2
Clerk's Office

June 30, 1943

Mr. Tom Lillejo
Harrisburg, Oregon

Dear Sir:

Wish to thank you for your letter of June 24, 1943, advising that you have satisfied the claim of the Thomas Lumber Company against our job.

We appreciate having this information.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

NEG:RS

Harrisburg Ore June 24-43

Mr H B Glayzer:
Sect State Highway Commission
State Office Bldg
Salem Ore

Dear Sir: Refering to a claim filed with you by Chapman Lumber Co Harrisburg job for ~~$152.67~~ I paid as soon as I learned a claim was filed this pays them in full except a small truck load delivered Sunday to complete the job. I did not get along with above outfit due to the wide difference between their promises when they got the busness and what they produced which cost me considerable.

Im Sorry this matter went so far as to filing a claim

Yours truly
Tom Lillebo

RECEIVED
JUN 26 1943
STATE HIGHWAY COMMISSION

ACKNOWLEDGED
H B GLAYSER

RECEIVED
JUN 21 1943
SCH FILING

105-A-2

June 19, 1943

United States Fidelity & Guaranty Co.
Raymond C. Weiss, Agent
Bedell Building
Portland, Oregon

Gentlemen:

Attached hereto is a copy of a claim in the amount of $4576.78, which has been filed in the office of the Secretary of State by the Chapman Lumber Company, against the bond taken from Tom Lillebo, in connection with state highway contract No. 2568, for work on the Harrisburg Bridge on the Pacific Highway, in Lane County.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

EB

re -- Mr. Tom Lillebo
Reddsport, Oregon

Recorded

June 19, 1943

Hon. Robt. S. Farrell, Jr.
Secretary of State
Salem, Oregon

Dear Sir:

This acknowledges receipt of your letter of June 15, 1943, enclosing copies of a claim in the amount of $4526.78, which has been filed in your office by the Chapman Lumber Company, against the bond taken from Tom Lillebo, in connection with state highway contract No. 2568, for work on the Harrisburg Bridge, on the Pacific Highway, in Lane County.

In accordance with our usual practice, we are today notifying the bonding company and the contractor that this claim has been filed.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

MS

ROBERT S. FARRELL JR.
SECRETARY OF STATE
SALEM, OREGON

June 15, 1943

Oregon State Highway Commission
Salem, Oregon

Gentlemen: Attention Mr. H. B. Glaisyer

There are enclosed for your information and files, three copies of a notice of claim by Chapman Lumber Company for $4526.78 against the bond taken from Tom Lillebo, principal, and U. S. Fidelity & Guaranty Company, surety, for work on the Harrisburg bridge, contract No. 2568, which was received from Wilbur, Beckett, Howell & Oppenheimer and filed in this office today.

Please acknowledge receipt of the copies in order to complete our files.

Very truly yours,

Robt S. Farrell Jr.

Secretary of State

F:FO
enc. 3

REFERRED TO
Mrs Mudd
BY SECRETARY
prepare usual letter

RECEIVED
JUN 16 1943
STATE HIGHWAY COMMISSION

N O T I C E

June 14, 1943

TO the State of Oregon acting by and through the
OREGON STATE HIGHWAY COMMISSION:

Notice hereby is given that the undersigned, CHAPMAN LUMBER COMPANY, a corporation, has a claim for lumber in the sum of Four Thousand Five Hundred Twenty-six and 78/100 Dollars ($4,526.78) against the bond taken from Tom Lillebo and the United States Fidelity and Guaranty Company for the work of covering the approach to the Harrisburg bridge on the Pacific Highway in Lane County, Oregon, under contract No. 2568.

CHAPMAN LUMBER COMPANY

By E. L. CHAPMAN
President

(SEAL)

Endorsed: File No. 3083
Filed June 15, 1943
ROBERT S. FARRELL JR.
Secretary of State

105-A-2

[redacted]

CLASS OF SERVICE DESIRED			
DOMESTIC		CABLE	
TELEGRAM		ORDINARY	
DAY LETTER		URGENT RATE	
SERIAL		DEFERRED	
OVERNIGHT TELEGRAM		NIGHT LETTER	
SPECIAL SERVICE		SHIP RADIOGRAM	

Patrons should check class of service desired; otherwise the message will be transmitted as a telegram or ordinary cablegram.

COPY OF
WESTERN UNION TELEGRAM

[redacted]

SALEM, OREGON
OCTOBER 26, 1942

[redacted]
WAR PRODUCTION BOARD
ROOM 3C8, 430 TENTH STREET, N. W.
WASHINGTON, D. C.

REF: S 216. CONTRACT FOR APPROACHES TO HARRISBURG BRIDGE ON STRATEGIC PACIFIC HIGHWAY PROJECT NUMBER CURVED 55-3(4) 105-A (2). REQUIRED APPROXIMATELY 435 B.M. TREATED DOUGLAS FIR STRUCTURAL GRADE LUMBER, 255 B.M. OF WHICH HAS BEEN RECEIVED. SIZES RANGE FROM FOUR INCHES BY TWELVE INCHES TO SIX INCHES BY TWENTY-TWO INCHES. PROJECT HAS PREFERENCE RATING OF A-10-a, SERIAL NUMBER 9137-3, TOM LILLARD, HENDRYX, OREGON, CONTRACTOR. WARDA LUMBER COMPANY, WARDA, OREGON, PRODUCER. PD-430 AUTHORIZED PRODUCER TO SUPPLY THIS LUMBER BEFORE S 216 BECAME EFFECTIVE, BUT LUMBER WILL NOT BE AVAILABLE BEFORE OCTOBER TWENTY-SEVEN. WE REQUEST THAT YOU AUTHORIZE THE PRODUCER TO SUPPLY THE REMAINING 180 B.M. OF TREATED LUMBER REQUIRED TO FINISH THIS PROJECT.

R. R. BALDOCK, CHIEF ENGINEER
OREGON STATE HIGHWAY COMMISSION

[redacted]
CC CONFIRMATION
ADDISON
FILES ✓
R. R. GLENN
PAUL GIBBONS (2)

RECEIVED
SEP 1942
FOR FILING

Stencil No. 124

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

105-A-2

September 8, 1942

POST OFFICE BUILDING
PORTLAND, OREGON

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Oregon SN-FAP 105-A (2)
Harrisburg Bridge Approach
Pacific Highway

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the _____ project agreement and certificate for the above-numbered project.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield

L. J. Caufield
Sr. Highway Engineer

Encl.

RECEIVED
SEP 1942
PUBLIC ROADS ADMINISTRATION

Iron

W4pr-15642

Form P. R. 2

State Oregon

Federal Aid Project No. SR-RAP 105-A(2)

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 15th day of July, 1942

by and between The Oregon State Highway Commission

, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Federal Works Administrator, hereinafter called the Administrator, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 8th day of January, 19 42, a project statement, which was approved on the 23d day of May, 19 42, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated for the administration of the Federal Highway Act, has furnished surveys, plans, specifications, and estimates for Section A(2) of said project which were recommended for approval by the District Engineer of the Public Roads Administration on the 14th day of March 19 42; and

Whereas the Administrator has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of ninety-one thousand, three hundred seventy and 00/100

dollars ($ 91,370.00) as the share of the United States payable under said act on account of Section A(2) of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Administrator do hereby mutually agree as follows:

16—11379

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(*a*) By the State Chapter 175, Laws 1917; Chapter 31, Laws 1920; Chapter 389, Laws 1939 (Include date and citation of act of legislature by which authorized)

(*b*) From other sources

(State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between survey station 1409+25.79 and survey station 1425+77 = 1425+99 of FAP 105-A, all in Section 16, T. 15 S., R. 4 W., W.M.

, length 0.312 of a mile, in Lake County, being Section A(2) of Oregon Federal Aid project No. [redacted]-FAP 105, consisting of [redacted] one bridge, [redacted] of more than 20 feet clear span, 0.312 of a mile in length.

16—11379 GPO

RECEIVED AUG 29 1942 REGIONAL HEADQUARTERS

RECEIVED SEP 4 1942 DISTRICT 1

RECEIVED JUL 13 1942 DISTRICT 1

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Administrator or his agents, and in accordance with the laws of said State, the rules and regulations of the Administrator, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Administrator or his authorized representatives. Such construction work as may be performed by force account shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Administrator, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

This project is located on the strategic network of highways and is subject to certain provisions of the Defense Highway Act of 1941, approved November 19, 1941 (Pub. Law No. 295 - 77th Cong.)

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section A(2) of said project shall not in any event exceed the sum of ninety-one thousand, three hundred seventy and 00/100 dollars ($ 91,370.00), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of one hundred twelve thousand, seven hundred ninety-eight and 40/100 dollars ($ 112,798.40), the approved total estimated cost of Section A(2) of said project.

PAYMENTS

ARTICLE V. As the construction of said project progresses, the Administrator shall from time to time draw warrants on the Secretary of the Treasury for the payment to

The State Treasurer
(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon
(Name)

of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Administrator after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

The Administrator reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chap. 529, Laws 1939
(Include reference to statute authorizing funds and probable amount annually available)

RECEIVED AUG 29 1942 REGIONAL HEADQUARTERS
RECEIVED SEP 1 1942 DISTRICT 1
RECEIVED JUL 13 1942 DISTRICT 1

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

GPO 16—11370

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Administrator on the _____ day of AUG 10 1942, 19__

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Henry F. Cabell
Chairman, State Highway Commission
(Title of officer)

By _____
Member, State Highway Commission
(Title of officer)

By Herman Oliver
Member, State Highway Commission
(Title of officer)

By _____
(Title of officer)

By _____
(Title of officer)

FEDERAL WORKS ADMINISTRATOR,

By W. D. Leary
Acting Commissioner of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE 16—11379

Form PR. 3—Revised

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

THE SECRETARY OF THE TREASURY, AND

THE STATE HIGHWAY DEPARTMENT OF THE STATE OF Oregon

Pursuant to the acts above cited, I hereby certify—

FIRST. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Agency as Federal Aid Project No. SS-PAP 105-A(2) State of Oregon

SECOND. That in accordance with said provisions I have approved the sum of $ 112,798.10 as the total estimated cost of said project, and the sum of $ 91,370.00 as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this ..... day of .....

one thousand nine hundred and AUG 10 1942

FEDERAL WORKS ADMINISTRATOR,

By W. M. Leary
Acting Commissioner of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE 16—10129

Charge to the account of OREGON STATE HIGHWAY COMMISSION $

CLASS OF SERVICE DESIRED			
DOMESTIC		CABLE	
TELEGRAM		ORDINARY	
DAY LETTER		URGENT RATE	
SERIAL		DEFERRED	
OVERNIGHT TELEGRAM		NIGHT LETTER	
SPECIAL SERVICE		SHIP RADIOGRAM	

Patrons should check class of service desired; otherwise the message will be transmitted as a telegram or ordinary cablegram.

WESTERN UNION

1217-B

CHECK
ACCOUNTING INFORMATION
TIME FILED

A. N. WILLIAMS, PRESIDENT — NEWCOMB CARLTON, CHAIRMAN OF THE BOARD — J. C. WILLEVER, FIRST VICE-PRESIDENT

Send the following telegram, subject to the terms on back hereof, which are hereby agreed to

SALEM, OREGON
SEPTEMBER 6, 1942

WANT A REPLY?
"Answer by WESTERN UNION" or similar phrases may be included without charge.

PUBLIC ROADS ADMINISTRATION
306 NEW POST OFFICE BUILDING
PORTLAND, OREGON

CONTRACT FOR APPROACHES TO HARRISBURG BRIDGE, SR-PAP 105-A (2), REQUIRES APPROXIMATELY 435 M-FBM TREATED DOUGLAS FIR STRUCTURAL GRADE LUMBER, 145 M-FBM OF WHICH HAS BEEN DELIVERED. REQUEST THAT YOU OBTAIN RELEASE FOR REMAINING 270 M-FBM ON PD-423. SIZES RANGE FROM 2 INCHES BY 6 INCHES TO 6 INCHES BY 22 INCHES. PROJECT HAS P-19-c, SERIAL NO. 9137-E. TOM LILLEBO, REEDSPORT, OREGON, CONTRACTOR. WAUNA LUMBER COMPANY, WAUNA, OREGON, PRODUCER. THIS IS TREATED LUMBER, PART OF WHICH HAS BEEN DELIVERED. PART OF REMAINDER HAS BEEN FABRICATED AND TREATED AND IS IN PRODUCER'S YARD. LUMBER NEEDED IMMEDIATELY, WITH COMPLETION OF DELIVERY IN 60 DAYS. BRIDGE IS NECESSARY FOR CONTINUED OPERATION OF ROUTE U. S. 99.

R. H. BALDOCK, CHIEF ENGINEER
OREGON STATE HIGHWAY DEPARTMENT

GSP
CC CONFIRMATION
O. S. PAISON
AUDITOR
FILES

RECEIVED
JUL 14 1942
FOR FILE (Stencil #28)

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREGON

July 13, 1942

IN YOUR REPLY PLEASE
REFER TO FILE NO.

165-A-2

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Oregon SN-FAP 105-A (2)
Trestle Approach to the Harrisburg Bridge,
Pacific Highway.

Dear Sir:

We are forwarding herewith two copies of proposed project agreement for signature and return to this office.

Enclosed is an approved copy of the detail estimate, upon which the agreement was based, together with approved copy of specifications.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
L. J. Caufield
Sr. Highway Engineer

RECEIVED
JUL 21 1942

RECEIVED
JUN 21 1942
FOR FILING

105-A-2

File

Charge to the account of OREGON STATE HIGHWAY COMMISSION

CLASS OF SERVICE DESIRED			
DOMESTIC		CABLE	
TELEGRAM		ORDINARY	
DAY LETTER		URGENT RATE	
SERIAL		DEFERRED	
OVERNIGHT TELEGRAM		NIGHT LETTER	
SPECIAL SERVICE		SHIP RADIOGRAM	

Patrons should check class of service desired; otherwise the message will be transmitted as a telegram or ordinary cablegram.

WESTERN UNION

1217-B

A. N. WILLIAMS, PRESIDENT
NEWCOMB CARLTON, CHAIRMAN OF THE BOARD
J. C. WILLEVER, FIRST VICE-PRESIDENT

CHECK
ACCOUNTING INFORMATION
TIME FILED

Send the following telegram, subject to the terms on back hereof, which are hereby agreed to

SALEM, OREGON
JUNE 20, 1942

WANT A REPLY?
"Answer by WESTERN UNION" or similar phrases may be included without charge.

PUBLIC ROADS ADMINISTRATION
BOX 3900
PORTLAND, OREGON

REFER TO OUR REQUEST MAY 26 FOR RELEASE OF LUMBER HARRISBURG BRIDGE SM-PAP 105-A(2). HAVE RECEIVED RELEASE ON TREATED LUMBER FROM WARREN LUMBER COMPANY. NO RELEASE RECEIVED ON MATERIAL TO COME FROM S. J. JOHNSON LUMBER COMPANY. WAS THIS OVERLOOKED?

R. H. BALDOCK, CHIEF ENGINEER
OREGON STATE HIGHWAY COMMISSION

GAB:MF
CC: AUDITOR
CONFIRMATION
S. S. PAXSON

RECEIVED
JUN 23 1942
FOR FILING
105-A-2

June 18, 1942

Mr. W. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland, Oregon

Dear Sir:

We are enclosing herewith seven copies of estimate as basis for project agreement for the Trestle Approach, Harrisburg Bridge, Project No. SM-FAP 105-A (2).

Very truly yours,

R. H. BALDOCK
Chief Engineer

By

S. H. Probert
Office Engineer

Dictated by J. W. Nash/ER

Encls.

Oregon State Highway Department

Federal Aid Project
No. SN-FAP 105-A (2)

TRESTLE APPROACH TO THE MARKHAM BRIDGE

ON THE PACIFIC HIGHWAY IN LANE COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, June 13, 1942

All Required				
		Removal of Old Structure and Maint. Traffic		$ 11,500.00
13,000	lin. ft.	Furnish Treated Piling	$ 1.05	13,650.00
340	only	Drive Treated Piling	16.00	5,440.00
60	M-FBM	Treated Lumber in Substructure	130.00	7,800.00
1,660	lin. ft.	Treated Trestle Superstructure	37.50	62,250.00
440	lin. ft.	Furnish Untreated Piling	.20	88.00
11	only	Drive Treated Piling	16.00	176.00
20	M-FBM	Untreated Lumber in Farm Approach Trestle	32.00	1,640.00
		Subtotal		$102,544.00
		10% Engr. & Cont.		10,254.40
		Total		$112,798.40

Length .312 mile

Federal Aid Funds	$ 91,379.00
State Funds	21,419.40
	$112,798.40

State Funds for Construction: Chap. 173, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939
State Funds for Maint: Chap. 529, Laws 1939

RECEIVED
MAY 28 1942
FOR FILING

105-A-2

May 26, 1942

Public Roads Administration
Box 3900
Portland, Oregon

Gentlemen:

Subject: Harrisburg Bridge Approaches
SN-PAP 105-A (2)

We are enclosing four copies of a letter addressed to the Lumber Branch of the War Production Board which constitutes an application for the release of lumber to be used in the construction of the above project.

This is for your recommendation and further handling.

Very truly yours,

H. H. Baldock
Chief Engineer

CAG DE
Enclosure
cc G. A. Gardner

May 26, 1942

Lumber Branch
War Production Board
Washington, D. C.

Gentlemen:

On March 31, 1942, we awarded a contract to Tom Lillebo, Reedsport, Oregon, for the reconstruction of the timber trestle approach to the Harrisburg Bridge over the Willamette River in Lane County. This project has been certified by the War Department as essential to national defense, has been approved for construction by the Public Roads Administration, has been designated as Federal Aid Project Oregon BR-PAP 105-A (2), and has been granted a preference rating of A-2 under Limited Preference Rating Order P-19-a, Serial Number 9137-2.

The contractor has placed his order for the lumber required in the reconstruction of the trestle approach with the S. J. Johnson Lumber Company, Junction City, Oregon, and the Weona Lumber Company, Weona, Oregon. Copies of the lumber list showing the number of pieces, sizes, and grades of lumber required are attached hereto. This lumber is now frozen in the suppliers' yards by restrictions on delivery of lumber imposed by Limitations Order L-121. We respectfully request release of this material so that the contractor can complete his work.

Very truly yours,

R. H. Baldock
Chief Engineer

GAS DS
Enclosure
cc Public Roads Administration (3)
G. A. Gardner

RECEIVED
APR 30 1942
FOR FILING

105-A-2

April 29, 1942

Chapman Lumber Company
1020 Board of Trade Building
Portland, Oregon

Gentlemen: Attention W. Riddle

Reply is made to your letter of April 28, in regard to the Tom Lillebo contract for reconstruction of the approaches of the Harrisburg Bridge, State Highway Contract No. 2568.

We note your request that we take steps as may be necessary to make this company pay your invoices by due date.

Regret to inform you that the State Highway Commission has never made such demands on its contractors. As a protection for claimants, the Highway Commission requires each contractor to furnish the state a surety bond. This is a legal requirement, and the Commission feels that when it takes such a bond it is going as far as it can to protect people who may have claims against the job.

Such a bond was furnished by Mr. Lillebo in connection with the above mentioned contract. It was written by the U. S. Fidelity & Guaranty Company, for whom Raymond C. Weiss is Attorney-in-Fact and Resident Agent, with offices in the Bedell Building, Portland.

The law prescribes procedure to be followed by claimants in connection with public contracts. A mimeographed copy of the same is enclosed for your information. You will note that the bond furnished by a contractor does not relieve from liability until six months have expired from date of completion of the contract and acceptance by a public body, in this instance the State Highway Commission. The bond can be held for a longer period if the claimant will file an affidavit of his claim with the Secretary of State, so far as State Highway contracts are concerned, prior to expiration of such six months period.

I am sorry we cannot go as far as you would like for us to do in connection with this claim against Mr. Lillebo. If you have any trouble in making collections, would suggest that you file your claim with the bonding company and also with the Secretary of State.

Very truly yours,

HEG:MS

Secretary

CHAPMAN LUMBER COMPANY

INCORPORATED 1901

1023-1027 BOARD OF TRADE BUILDING
PORTLAND, OREGON

RAIL AND CARGO

April 28, 1942

PHONE ATWATER 8696

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

As you are probably aware, we have an order from Mr. Tom Lillebo, Contractor, for the wolmanized lumber going into the construction of the Harrisburg Bridge Construction work.

As a matter of form, we desire your co-operation to the end that our invoices to Mr. Lillebo are paid by the due date, and ask that you advise us of the steps necessary between this Company and your good selves to insure prompt payment of our invoices when due.

Yours very truly

CHAPMAN LUMBER COMPANY

BY W. Kiddle
W. Kiddle

WK-ir

ANSWERED
H. B. GLAISYER

RECEIVED
APR 28 1942
FOR FILING

105-A-2

April 27, 1942

Mr. Tom Millsbe
Bandsport, Oregon

Dear Sirs

We are forwarding to you today, by express, a fully executed copy of contract No. 2568 which was awarded to you on March 31, 1942, for construction of the southerly approach to the bridge over the Willamette River at Harrisburg on the Pacific Highway East, in Lane County.

This is for your records and files.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

NOTED
D. G. DeSart

RECEIVED
APR 28 1942
FOR FILING

105-A-2

April 27, 1942

United States Fidelity & Guaranty Co.
Raymond C. Weiss, Agent
Bedell Building
Portland, Oregon

Gentlemen:

We are forwarding to you today, by express, a fully executed copy of contract No. 2568 which was awarded to Tom Lillebo on March 31, 1942, for construction of the southerly approach to the bridge over the Willamette River at Harrisburg, on the Pacific Highway East, in Lane County. This is for your records and files.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

AM

NOTED
D. G. DeSart

RECEIVED
APR 20 1942
FOR FILING

105-A-2

April 20, 1942

Public Roads Administration
Box 3900
Portland, Oregon

Gentlemen:

Subject: Harrisburg Bridge Approaches
SH-FAP 105-A (2)

Reference is made to our application for preference rating for the above job which was submitted you on March 2, 1942. The quantity of bolts, nuts, and washers was listed on the application as 11,000 pounds. The supplier of this material has detailed the material, and his details indicate that a total of approximately 16,000 pounds will be required. We have checked his figures and find his quantities to be the correct amount needed to complete the job.

We have been granted Preference Rating Order No. P-19-e, Serial No. 9137-E, to aid us in securing materials necessary for the construction of this project. This preference rating order has a limitation typed on the face of it which reads as follows:

"Total value of rated materials not to exceed the sum of $4,435.00."

In view of the fact that the total extensions of this order will not exceed the above-named limitation, we propose to extend the preference rating order to cover the full quantity of bolts, etc., necessary to complete the work. We are, however, submitting Form PD-1A on which we have requested a rating on the additional material necessary, which was not shown in our original application. This application can be forwarded to the War Production Board, if you think it necessary.

Yours very truly,

R. H. Baldock
Chief Engineer

CAG:GF
Enc.
cc: C. A. Gardner

RECEIVED
APR 2 1942
FOR FILING
105-A-2

April 1, 1942

Mr. Tom Lillebo
Reedsport, Oregon

Dear Sir:

We are sending you today, by express, four copies of contract No. 2568 which was awarded to you on March 31, 1942, by the State Highway Commission covering work on the Harrisburg Bridge on the Pacific Highway, in Lane County.

Will you kindly execute all four copies of this contract as to agreement and bond and return them to this office for approval by the State Highway Commission. When this has been done a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the paragraph under Section 7, Page 13, of the printed General Provision, relating to the Workmen's Compensation Act. You are expected to accept the terms of this Act and to carry on your work under this contract in strict conformance thereto.

Your attention is also called to the paragraph on the same page relating to the payment by the contractor of amounts due hospital association, et cetera.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

MM

INDEXED
D. DeSart

RECEIVED
JUL 15 1942
FOR FILING

105-A-2

AGENDA
APR 2 1942
5b

March 31, 1942

Mr. Tom Lillebo
Reedsport, Oregon

Dear Sir:

Confirming my telegram to you of this date, the State Highway Commission has today awarded you the contract for removing the approach at the southerly end of the bridge over the Willamette River at Harrisburg and construction of new pile trestle approach, on the Pacific Highway East, in Lane County. This award was based on your low bid of $102,544.00 submitted on March 19, 1942.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,
STATE HIGHWAY COMMISSION

By

HBG:AM

Secretary

cc - S. H. Probert
G. S. Paxson

Six completed

M

LETTER		ORDINARY URGENT RATE	
SERIAL		DEFERRED	
OVERNIGHT TELEGRAM		NIGHT LETTER	
SPECIAL SERVICE		SHIP RADIOGRAM	

Patrons should check class of service desired; otherwise the message will be transmitted as a telegram or ordinary cablegram.

COPY OF WESTERN UNION TELEGRAM

SALEM OREGON MARCH 31 1942

TOM LILLEBO
REEDSPORT OREGON

STATE HIGHWAY COMMISSION AWARDS YOU TODAY CONTRACT FOR CONSTRUCTION OF APPROACH TO HARRISBURG BRIDGE ON PACIFIC HIGHWAY EAST IN LANE COUNTY BASED ON YOUR LOW BID SUBMITTED MARCH 19 1942. CONTRACT FORMS FOLLOW SHORTLY

H B GLAISYER
SECRETARY STATE HIGHWAY COMMISSION

File

RECEIVED
MAR 31 1942
FOR FILING

105-A-2

STANDARD TIME INDICATED
RECEIVED AT
373 STATE
PHONE
SALEM - OREGON
TELEPHONE YOUR TELEGRAMS TO POSTAL TELEGRAPH

Postal Telegraph

THIS IS A FULL RATE TELEGRAM, CABLEGRAM OR RADIOGRAM UNLESS OTHERWISE INDICATED BY SYMBOL IN THE PREAMBLE OR IN THE ADDRESS OF THE MESSAGE. SYMBOLS DESIG[illegible] SERVICE SELECTED ARE OUTLINED 3 51 TARIFFS ON HAND AT EACH [illegible] WITH REGULATORY AUTHORITIES.

Form 16

R33 31/29 GOVT SER=NX PORTLAND ORE 31 1217P 1942 MAR 31 PM 12 38
R H BALDOCK=
STATE HIGHWAY ENGINEER SALEM ORE=

RETEL MARCH 31. SINCE ALL NECESSARY RIGHT OF WAY HAS BEEN SECURED FOR HARRISBURG BRIDGE PROJECT OREGON SN-FAP 105-A (2) WE CONCUR IN AWARD TO TOM LILLEBO, LOW BIDDER=
LYNCH.

RECEIVED
APR 1 1942
FOR FILING

31 SN-FAP 105-A (2).

REQUEST YOUR CONCURRENCE IN AWARD TO TOM LILLEBO ON HIS LOW BID SUBMITTED MARCH 19

R H BALDOCK

CHECK SERVICE DESIRED OTHERWISE MESSAGE WILL BE SENT AT FULL RATE			
DOMESTIC		FOREIGN	
FULL RATE		FULL RATE	
DAY LETTER		CDE RATE	
NIGHT LETTER		URGENT	
SERIAL		DEFERRED	
RESERVATION		NIGHT LETTER	
TOUR-RATE		SHIP RADIO	

Postal Telegraph

TELEGRAMS · CABLEGRAMS · RADIOGRAMS

Mackay Radio · All America Cables
Commercial Cables · Canadian Pacific Telegraphs

CHARGE ACCOUNT NUMBER	
CASH NO.	TOLLS
CHECK	
TIME FILED	(STANDARD TIME)

Form 2 Dbl

Send the following message, subject to the Company's rules, regulations and rates set forth in its tariffs and on file with regulatory authorities

SALEM ORG MARCH 31 1942

File

W H LYNCH

PUBLIC ROADS ADMINISTRATION POST OFFICE BLDG PORTLAND ORE

HAVE SECURED ALL NECESSARY RIGHT OF WAY FOR HARRISBURG BRIDGE SN-FAP103-A(2).

REQUEST YOUR CONCURRENCE IN AWARD TO TOM LILLEBO ON HIS LOW BID SUBMITTED

MARCH 19

R H BALDOCK

CONFIRMATION

FEDERAL WORKS AGENCY
[redacted]

SERIAL [redacted]

Public Roads Administration

3010-20 Oregon

Portland, Oregon
March 31, 1942

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

RETEL MARCH 31. SINCE ALL NECESSARY RIGHT OF WAY HAS BEEN SECURED FOR HARRISBURG BRIDGE PROJECT OREGON 68-WAP 105-A (2) WE CONCUR IN AWARD TO TOM LILLEBO, LOW BIDDER.

Lynch

Pd. Gov't rate

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FOR FILING
105-A-2

Oregon State Highway Department

Federal Aid Project
No. SM-PAP 105-A (2)

TRESTLE APPROACH TO THE HARRISBURG BRIDGE
ON THE PACIFIC HIGHWAY IN LANE COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, March 4, 1942

All Required		Removal of Old Structure and Maint. Traffic		$ 27,000.00
13,000	lin. ft.	Furnish Treated Piling	$ .80	10,400.00
340	only	Drive Treated Piling	17.50	5,950.00
60	M-FBM	Treated Lumber in Substructure	110.00	6,600.00
1,660	lin. ft.	Treated Trestle Superstructure	50.00	83,000.00
440	lin. ft.	Furnish Untreated Piling	.20	88.00
11	only	Drive Treated Piling	15.00	165.00
20	M-FBM	Untreated Lumber in Form Approach Trestle	70.00	1,400.00
		Subtotal		$134,603.00
		10% Engr. & Cont.		13,460.30
		Total		$148,063.30

Length .312 mile

Federal Aid Funds- $119,950.00
State Funds- 28,113.30

$148,063.30

TRESTLE APPROACH TO HARRISBURG BRIDGE

PROJECT NO. SN-FAP 105-A (2)

While negotiations for right of way are in progress, one parcel has not been acquired, nor has the right to occupy and use this parcel been secured, but it is now believed that all necessary right of way can be fully acquired within fourteen days.

R. H. BALDOCK
Chief Engineer

By

S. H. Probert
Office Engineer

March 4, 1942

46

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

Sheet 1 of 1 Sheets

Estimate of Materials Required for Roadway
(To Accompany P.S. & E.)

State Oregon

Starting Date (Est.) April 1, 1942

Project No. BR-FAP 103-A (2)

Completion Date (Est.) Sept. 30, 1942

Length: Miles .318

Estimated Total Cost Dr. $148,063.39

Code	Material Item	Unit	Quantity	Code	Material Item	Unit	Quantity
1	Cement	Bbl.		6	Metal culvert pipe	Lb.	
2	Aggregates	Cy.		7	Reinforcing steel	Lb.	
3	Bituminous mat.	Gal.	700	8	Structural steel	Lb.	
4	Lumber	M.	13,440	10	Explosives		
5	Timber piling	Lft.					

RECEIVED
MAR 3 1942
FOR FILING

105-A-2

March 2, 1942

Public Roads Administration
Box 3900
Portland, Oregon

Gentlemen:

Subject: Harrisburg Bridge Approaches
SN-FAP 105-A (2)

We are enclosing six copies of an application for a highway project preference rating order to aid us in securing the critical materials necessary in the construction of the above-named project. This application has been prepared in accordance with the instructions contained in General Administrative Memorandum No. 145. We trust you will find it in order.

A detail description of the work to be done and other pertinent data concerning the job were included in our request for program approval, which was sent you January 14, 1942.

Yours very truly,

R. H. Baldock
Chief Engineer

CAG:TH
Enc.
cc: C. A. Gardner

DA-WR 4 Section "A", Antelope Cr.- 1942
Medford Sec., Crater Lake Hwy.
#2569

RECEIVED
SEP 2 1943
FOR FILING

FA-WR 4

September 1, 1943

Great American Indemnity Company
Harvey Wells-Reed Insurance Agency
Failing Building
Portland, Oregon

Gentlemen:

You are hereby notified that state highway contract No. 2569 for work on Sec. "A" of the South Unit, Antelope Creek-Medford Section of the Crater Lake Highway, in Jackson County, has been completed by the contractor, Berke Brothers, and that final payment in the amount of $7,676.58 will be made on or after September 10, 1943. This supercedes our notice to you of final payment, dated April 23, 1943, such payment having been cancelled.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues, or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

For your information we wish to advise that the total contract amount is $254,238.84 of which amount $135.07 represents the amount of force account items. This contract was completed on December 21, 1942, and accepted by the Commission on February 15, 1943.

This notice is served upon you since you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

EB

R.H. Baldock

July 9th, 1943

FINAL COST ANALYSIS
Grading & Paving
Berke Bros., Contractors
Tom Edwards, Resident Engineer

Section "A" South Unit
Antelope Creek-Medford
Contract No. 2569

Crater Lake Highway
Prefix 15-1130

DA-WR 4

Item	Cost	Quantity	Unit	Unit Cost	Unit Bid	Gross Revenue
Clearing & Grubbing	$4,480.00	All				$3,500.00
Structural Excavation, Unclassified	2,207.96	1,554.9	Cu. Yd.	$1.42	$2.00	3,109.80
Trench Excavation, Unclassified	1,574.21	1,108.6	" "	1.42	2.00	2,217.20
General Excavation, Unclassified	22,998.05	115,011.6	" "	0.20	0.30	34,503.48
Short Overhaul	7,968.45	401,734	Yd. Sta.	0.02	0.02	8,034.68
Long "	2,320.36	6,106.2	C-Yd. Sta.	0.38	0.40	2,442.48
Rounding Cutbanks	462.15	5,135	Lin. Ft.	0.09	0.10	513.50
Finishing Roadbed & Slopes	636.40	3.44	Miles	185.00	300.00	1,032.00
8" Concrete Drain Pipe	49.41	81	Lin. Ft.	0.61	1.00	81.00
8" Perf. Concrete Pipe	857.05	1,405	" "	0.61	1.00	1,405.00
18" Concrete Pipe	1,243.56	723	" "	1.72	3.00	2,169.00
24" " "	659.25	225	" "	2.93	3.50	787.50
36" " "	877.92	177	" "	4.96	8.50	1,504.50
48" " "	3,361.86	342	" "	9.83	13.00	4,446.00
18" Concrete Siphon	447.93	237	" "	1.89	3.60	853.20
24" " "	817.92	284	" "	2.88	5.00	1,420.00
Gravel Backfill in Drains	764.40	364	Cu. Yd.	2.10	3.00	1,092.00
Concrete End Basins	1,003.77	35.926	" "	27.94	50.00	1,796.30
Take Up & Reconstruct R.R. Tracks	2,248.00	All				3,000.00
R.R. Ties	1,323.00	30.625	M-FBM	43.20	50.00	1,531.25
R.R. Ballast	1,109.98	874	Cu. Yd.	1.27	2.25	1,966.50
Selected Roadbed Topping	10,025.54	35,805.5	" "	0.28	0.60	21,483.30
Haul " "	9,106.54	107,135.75	Yd. Mi.	0.085	0.12	12,854.13

Final Cost Analysis Contract No. 2569

Item	Cost	Quantity	Unit	Unit Cost	Unit Bid	Gross Revenue
3/4"-0 Cr. Gravel in Shoulders	$12,040.76	4,970	Cu. Yd.	$2.44	$2.75	$13,667.50
½"-0 Mat'l in Cushion	2,908.48	1,192	" "	2.44	2.75	3,278.00
Sprinkling	2,260.80	1,130.4	M/Gal.	2.00	3.00	3,391.20
Portland Cement Pavement	108,868.69	45,685.98	Sq. Yd.	2.38	2.55	116,499.25
Expansion Joints in Pavement	810.48	3,377	Lin. Ft.	0.24	0.25	844.25
Contraction Joints	826.45	23,808	" "	0.035	0.035	857.17
Pipe Dowels	345.75	1,572	Each	0.22	0.30	471.60
Roadside Grading with Bulldozer	12.00	2	Hours	6.00	7.00	14.00
Seeding	353.40	17.24	Acre	20.50	25.00	431.00
PA #1, Removal of Excessive Overburden	305.50	All				325.00
PA #2, Cement Adjustment	2,552.77	877.24	Bbl.		2.91	2,552.77
Force Account	155.07					155.07
Less Cost of Cleanup etc.						- 127.79
	$207,963.86					$254,061.84

	Berke Bros.	Montag & Son	Oscar Joelson
Gross Revenue	$101,005.80	$140,391.84	$12,666.20
Total Cost	69,620.91	130,028.05	8,514.90
Net Profit	31,382.89	10,363.79	4,351.30
% Profit of Gross Revenue	31.1%	10.4%	34.4%

Final Cost Analysis Contract No. 2569

Item	Cost	Quantity	Unit	Unit Cost	Unit Bid	Gross Revenue
3/4"-0 Cr. Gravel in Shoulders	$12,040.76	4,970	Cu. Yd.	$2.44	$2.75	$15,667.50
½"-0 Mat'l in Cushion	2,908.48	1,192	" "	2.44	2.75	3,278.00
Sprinkling	2,260.80	1,130.4	M/Gal.	2.00	3.00	3,391.20
Portland Cement Pavement	108,868.69	45,685.98	Sq. Yd.	2.38	2.55	116,499.25
Expansion Joints in Pavement	810.48	3,377	Lin. Ft.	0.24	0.25	844.25
Contraction Joints	828.45	23,808	" "	0.035	0.035	857.17
Pipe Dowels	345.75	1,572	Each	0.22	0.30	471.60
Roadside Grading with Bulldozer	12.00	2	Hours	6.00	7.00	14.00
Seeding	355.40	17.24	Acre	20.50	25.00	431.00
PA #1, Removal of Excessive Overburden	305.50	All				325.00
PA #2, Cement Adjustment	2,552.77	877.24	Bbl.		2.91	2,552.77
Force Account	155.07					155.07
Less Cost of Cleanup etc.						- 127.79
	$207,965.86					$254,061.84

	Berke Bros.	Montag & Son	Oscar Joelson
Gross Revenue	$101,005.80	$140,391.84	$12,666.20
Total Cost	89,620.91	130,028.05	8,314.90
Net Profit	31,382.89	10,363.79	4,351.30
% Profit of Gross Revenue	31.1%	10.4%	34.4%

FINAL COST ANALYSIS

North Unit — Grading & Paving — Crater Lake Highway
Antelope Creek-Medford — Berke Bros., Contractors — Prefix 15-1152
Contract No. 2566 — Tom Edwards, Resident Engineer

Item	Cost	Quantity	Unit	Unit Cost	Unit Bid	Gross Revenue
Clearing & Grubbing	$624.40	All			$500.00	$500.00
Structural Excavation, Unclassified	2,859.85	1,999.88	Cu. Yd.	$1.42	2.00	3,999.60
Trench Excavation, Unclassified	1,850.66	1,289.2	" "	1.42	2.00	2,578.40
General Excavation, Unclassified	28,787.46	127,944.5	" "	0.21	0.28	35,824.46
Short Overhaul	6,351.62	317,581	Yd. Sta.	0.02	0.02	6,351.62
Long "	846.15	2,226.7	C-Yd. Sta.	0.38	0.40	890.68
Rounding Cutbanks	202.50	2,250	Lin. Ft.	0.09	0.10	225.00
Finishing Roadbed & Slopes	908.35	4.91	Mile	185.00	300.00	1,473.00
9" Perf. Concrete Pipe	27.45	45	Lin. Ft.	0.61	1.00	45.00
12 " Concrete Pipe	97.20	108	" "	0.90	1.50	162.00
18 " " "	2,096.93	1,224	" "	1.72	2.25	2,754.00
36 " " "	2,127.84	429	" "	4.96	6.00	2,574.00
18" Concrete Siphon	825.93	457	" "	1.89	2.25	988.25
18" Corr. Metal Pipe	74.24	32	" "	2.32	2.50	80.00
24" " " "	221.96	62	" "	3.58	3.50	217.00
Concrete End Basins	1,286.41	46.042	Cu. Yd.	27.94	50.00	2,302.10
Treated Lumber in Box Culvert	12,322.52	88.018	M-FBM	140.00	140.00	12,322.52
Selected Roadbed Topping	15,871.89	51,199	Cu. Yd.	0.31	0.60	30,719.40
Hauling Roadbed Topping	17,058.14	200,684	Yd. Mi.	0.085	0.12	24,082.08
3/4"-0 Gravel in Shldrs.	18,629.40	7,635	Cu. Yd.	2.44	2.50	19,087.50
1/2"-0 Mat'l in Cushion	4,274.88	1,752	" "	2.44	2.50	4,380.00
Sprinkling	3,725.80	1,861.9	M/Gal.	2.00	2.50	4,654.75

Final Cost Analysis Contract No. 2566

Item	Cost	Quantity	Unit	Unit Cost	Unit Bid	Gross Revenue
Portland Cement Concrete Pavement	$156,060.01	65,488.88	Sq.Yd.	2.38	$2.45	$160,447.76
Expansion Joints in Pavement	1,228.32	5,161	Lin. Ft.	0.24	0.25	1,290.25
Contraction Joints	1,181.40	34,150	" "	0.035	0.035	1,195.25
Pipe Dowels	497.64	2,262	Each	0.22	0.30	678.60
Furnish & Place Aggregates	34.30	14	Cu.Yd.	2.45	4.00	56.00
Roadside Grading with Bull-dozer	12.00	2	Hour	6.00	5.00	10.00
Seeding	386.39	17.97	Acre	20.50	25.00	449.25
PA #1, Min.Agg.in Stockpile	308.42	212.7	Cu.Yd.	1.45	1.55	329.69
PA #2 Cement Adjustment	2,506.62	861.38	Bbl.	2.91	2.91	2,506.62
PA #3, Portland Cement Concrete Pavement in Approaches	2,729.44	2,368.37	Sq. Yd.	1.15	1.18	2,794.68
Force Account	28.46					28.46
	$283,984.36					$ 325,992.92

	Berk Bros.	Montag & Son	Oscar Joelson
Gross Revenue	$111,327.45	$207,850.22	$ 6,815.25
Total Cost	77,073.06	201,439.75	5,471.55
Net Profit	34,254.39	6,410.47	1,343.70
% Profit of Gross Revenue	30.8%	3.1%	19.7%

Detail of Cost
Section "A" South Unit and North Unit,
Combined Cost
Contracts Nos. 2566 and 2569

Labor:			
Labor		$42,001.32	
Supervision		8,272.84	
State Industrial Accident Insurance 6%		3,118.74	
Social Security & Unemployment Insurance 4%		2,079.16	
			$55,472.06
Materials:			
Explosives		$396.33	
Lumber		202.00	
Railroad Ties	30.6 M-FBM at $27.50	842.19	
Nails		66.83	
Rock & Sand (Crushed)	435 Cu. Yd. at 1.90	827.40	
Gravel	412 " " " 0.56	232.65	
Cement	141 Sacks " 0.90	126.90	
			2,694.30
Equipment Rental & Misc. Supplies:			
Equipment Rental		$33,466.47	
Rented Equipment		20,286.02	
Rented Water Tanks, Including Driver, Gas, Oil and Grease		5,034.80	
Gas, Oil and Grease		11,487.48	
Freight		2,039.39	
P.U.C. Fees		177.59	
Bond		2,333.45	
Move In of Equipment		3,032.00	
Small Tools and Misc. Supplies		5,390.61	
Public Liability Insurance		714.80	
Home Office & General Overhead		4,565.00	
			88,527.61
Sub-Total, Work by Berke Bros.			$146,693.97

Work Done by Montag and Son

Labor:

Labor, Including Supervision	$82,263.70	
State Industrial Accident Insurance 3%	2,467.91	
Social Security & Unemployment Insurance 4%	3,290.55	
		$88,022.16

Materials:

Lumber for bunkers, ribbons etc.	$4,976.29	
Nails, bolts etc.	474.46	
Expansion Joints & Contraction Joints	1,372.32	
Grass Seed	185.75	
Mineral Aggregate	72,146.00	
Cement 34,185 Bbl. at $2.91	99,479.10	
		178,633.92

Equipment Rental & Misc. Supplies:

Equipment Rental	$27,922.00	
Rented Equipment	1,738.48	
Gas, Oil and Grease	6,392.99	
P.U.C. Fees	464.15	
P.L. & P.D. Insurance	1,346.99	
Freight	1,023.62	
License etc.	300.92	
Power	418.85	
Small Tools & Misc. Supplies	3,407.53	
Home Office and General Overhead	3,950.00	
Bond	3,353.79	
Lumber for Structure	8,934.05	
Philpotts for Work on Structure	5,558.35	
		64,811.72

Sub-Total, Work Done by Montag & Son $331,467.80

Work Done by Oscar Joelson

Labor				
9" Perforated Concrete Pipe	45	Lin. Ft. at	$0.48	$2,106.25
8" Drain Pipe	81	" " "	0.11	21.60
8" Perforated Concrete Pipe	1,405	" " "	0.48	8.91
12" Concrete Pipe	108	" " "	0.70	674.40
18" " "	1,947	" " "	1.45	75.60
24" " "	225	" " "	2.40	2,823.15
36" " "	606	" " "	4.10	540.00
48" " "	344	" " "	8.25	2,517.20
18" Concrete Siphon	674	" " "	1.65	2,838.00
24" " "	284	" " "	2.80	1,112.10
18" Corr. Iron Pipe	32	" " "	1.90	795.20
18" " " " Bands	4	each "	2.77	60.80
24" " " "	62	Lin. Ft. "	2.87	11.08
24" " " " "	7	each "	3.46	177.94
				24.22
Sub-Total, Work Done by Oscar Joelson				$13,786.45

SUMMARY

Work Done by Berke Bros.	$146,693.97
" " " Montag & Son	331,467.80
" " " Oscar Joelson	13,786.45
Grand Total	$491,948.22

Section "A" South Unit and
North Unit, Antelope Creek-Medford
Contracts Nos. 2566 and 2569

Remarks:

The contracts, which included the grading, concrete paving, incidental work and structures to construct 8.35 miles of highway, was bid and awarded March 20th and April 3rd, 1942. Work was started May 2nd, 1942, and the contracts were finished December 22nd, 1942.

All grading, drainage and topping for the two projects was performed by Berke Bros. Paving, placing of shoulder rock and structures were subbed to Montag & Son. After the grading was started on the projects, the placing of all pipe was subbed to Oscar Joelson by Berke Bros.

Grading operations proceeded very satisfactorily, excellent progress being maintained by the contractors. Hand labor was hard to get and not as satisfactory as usual due to the large volume of defense work being carried out around Medford, but the contractor brought in all key men and equipment operators and was able to proceed with a minimum of delay.

RD-8 tractors and scrapers were used for all short haul excavation, with a 1½ cu. yd. shovel and trucks handling the long haul and topping.

All crushed rock used by Montag & Son for paving and shoulders was purchased from commercial plants, the concrete aggregate being stockpiled at the batching plant and the shoulder rock placed directly on the road. An excellent batching plant was used, aggregates being handled by a small shovel and two trucks and cement being hauled in bulk and dumped in the batcher direct.

A 34 cu. ft. Rex mixer, formerly used by Fred Lindsey, was used for mixing. Some trouble was experienced with the finishing machine as it was not in good shape when brought on the jobs.

The paving contractor had considerable trouble with hand labor on the ribbon crew and finishing crew, labor being of a poor quality and inexperienced. Union difficulties also caused some trouble from time to time. Costs of paving were increased considerably due to the excessive amount of hand labor used. Paving was slow due to the inexperience of the contractor on pavement work and resulted in considerable extra cost over the average contract.

Concrete and corrugated pipe was laid by Oscar Joelson. Due to good prices and a small, well managed crew, an excellent profit was shown for all pipe items.

With good bid prices, good supervision and low labor costs, an excellent profit was shown by Berke Bros. for their part of the projects. High labor costs caused the paving contractor considerable extra expense, but with fair bid prices and good supervision a small profit was realized.

E. H. Clymer
Cost Analyst

By . . C. E. Paulsen

RECEIVED
APR 24 1943
FOR FILING

DA-WR 4

April 23, 1943

Great American Indemnity Company
Harvey Wells-Reed Insurance Agency
Failing Building
Portland, Oregon

Gentlemen:

You are hereby notified that state highway contract No. 2569 for work on Section "A" of the South Unit, Antelope Creek-Medford Section of the Crater Lake Highway, in Jackson County, has been completed by the contractors, Berke Brothers, and that final payment, in the amount of $7,499.58, will be made on or after May 3, 1943.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues, or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

This notice is served upon you since you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

For your information, we wish to advise that the total contract amount is $254,061.84, of which amount $135.07 represents the amount of force account items. This contract was completed on December 21, 1942, and accepted by the Commission on February 18, 1943.

Very truly yours,
STATE HIGHWAY COMMISSION

By

RS Secretary

NOTED
A. L. MONSON

RECEIVED
APR 12 1943
FOR FILING

DA-WR 4

April 8, 1943

Great American Indemnity Company
Harvey Wells-Reed Insurance Agency
Failing Building
Portland, Oregon

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to Berke Bros. on contract No. 2569, covering Section "A" of the South Unit, Antelope Creek-Medford Section of the Crater Lake Highway, in Jackson County. This payment, in the amount of $13,369.95, will be made on or after April 19, 1943. The retained percentage is $7,625.64

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues, or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

Kindly acknowledge receipt of this letter.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

ES

NOTED
A. L. MONSON

RECEIVED
MAR 11 1943
FOR FILING

LDA-WR-4

March 10, 1943

Burns Brothers
7923 N. E. Halsey
Portland, Oregon

Gentlemen:

The State Highway Commission, at its meeting on February 16, 1943, granted you the extension of time requested, from August 31 to December 21, 1942, without penalty, in connection with contract No. 2569, for grading and paving Section A, of the South Unit, Antelope Creek-Medford Section of the Crater Lake Highway, in Jackson County.

Very truly yours,
STATE HIGHWAY COMMISSION

By

AH Secretary

cc - K. D. Lytle

RECEIVED
JAN 23 1943
FOR FILING

DA-WR-4

January 22nd, 1943

Mr. F. E. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland, Oregon

Dear Sir:

Will you kindly concur in an extension of time for Bonbo Brothers on their Contract No. 2540, DA-WR-4, South Unit, Section "A", Antelope Creek-Shaniko Section of the Greater Lake Highway. The specified date of completion was August 31st, 1942, and the job was actually completed December 31st, 1942.

The inability of the contractors to secure sufficient labor due to the proximity of Camp White was the chief cause for delay in completing the work. It is doubtful if it would have been practical to start paving operations until the paving at Camp White was finished, as material could not be supplied for both projects simultaneously.

It is recommended that the extension be granted without penalty.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

R

cc to: H. G. Smith

Form E-1—536—4-43

LD-WR 1

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending January 9, 19 42

Section Sec A South Unit Antelope Creek - Medford — Kind of work Grading and Paving

Highway Crater Lake — Section prefix 15 - 1132

Contractor Berke Brothers — Contract number 2569

Date of contract April 3, 19 42 — Date of completion August 31, 19 42

Date work started June 3, 19 42 — Estimated date of completion ..., 19...

Amount of contract . . . . . $ 252,908.00 — Per cent of time elapsed 100 %

Estimated cost of completed project, exclusive of engineering . . . . . $ 260,000.00

Per cent of contract completed, based on total contract price . . . . . 100 %

Engineering cost to date, $ 10,600, 4.1 % — Date project was completed December 21, 19 42

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Project completed.

Final estimate 35 % complete.

No further report will be made on this project.

RECEIVED
JAN 11 1943

NOTED
E. M. [illegible]

Signed [signature]

Address Medford Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	3.44	3.44			3.44
Miles partially completed	3.44	3.44			3.44
Miles completed	3.44	3.44			3.44
Total estimated quantities	110,000	40,000			42,678
Estimated quantities moved or placed to date	110,000	35,000			42,678
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

..... County, ...%; ..... County, ...%; ..... County, ...%; ..... County, ...%.

	NUMBER USED AND SECURED FROM				OTHER SOURCES	CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY			
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ....., Power graders ....., Rollers ....., Mixers ....., Crushing or screening plants.....

Compressors ....., Bulldozers ....., Sheep-foot rollers ....., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

STATE PRINTING DEPT.

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FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

DA-WR 4 (1)

December 10, 1942

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith two copies of proposed project agreement for signature and return to this office for Oregon DA-WR 4 (1), Access Road to the Medford Cantonment.

Approval of P.S.& E. is made subject to submission of copies of a satisfactory agreement with the Pacific and Eastern Railroad covering the removal by the contractor of wye tracks crossing the highway on Section A of the South Unit and the construction of the passing track parallel to the highway.

Enclosed also is an approved copy of the detail estimate upon which the agreement was based, together with approved copy of specifications.

Very truly yours,

W. H. LYNCH
District Engineer

By D. J. Caufield

D. J. Caufield
Sr. Highway Engineer

Encls.

RECEIVED
DEC 11 1942
STATE HIGHWAY COMMISSION

RECEIVED
DEC 8 1942
FOR FILING

DA-WR 4

December 7, 1942

Shell Oil Company
1220 S. W. Morrison
Portland, Oregon

Attention: Frank J. Barner, Division Credit Manager

Gentlemen:

In reply to your inquiry of December 4, 1942, I wish to advise that Berke Brothers' contract, No. 2569, is approximately 85 per cent complete and that they have been paid $214,577.43 on this contract.

Very truly yours,

AH

Secretary

RECEIVED
OCT 1 1942
FOR FILING

OH-WR 4

September 30, 1942

Mr. W. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland, Oregon

Dear Sir:

In accord with the request contained in your letter of September 28, 1942, we are sending, under separate cover, eight copies of printed special provisions, issue of March 25, 1942, and four copies of supplemental special provisions regarding date of removal of a store building at Station 2387 of the Antelope Creek-Medford Section, Project No. SH-WR 4.

Very truly yours,

R. H. BALDOCK
Chief Engineer

By

S. H. Probert
Office Engineer

Dict. by J. H. Nash/EH

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

September 28, 1942.

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

Your contracts, Nos. 2569, Section "A" and 2570, Section "B" of the South Unit of the Antelope Creek-Medford Section of the Crater Lake Highway, copies of which were received with your letter of August 31, 1942, are based on Federal Aid special provisions, issue of March 25, 1942.

Will you please send us eight copies of this issue to bring the P.S.& E. submission, which was based on the issue of April 15, 1941, into agreement.

At the same time, will you send us four copies of the new supplemental special provision regarding the store building at Station 2387 which was inserted in contract No. 2570.

Very truly yours,

W. H. LYNCH
District Engineer

By: L. J. Caufield
L. J. Caufield
Sr. Highway Engineer

RECEIVED
SEP 30 1942
STATE HIGHWAY COMMISSION

RECEIVED
SEP 1 - 1942
FOR FILING

DA-WR 4

September 17, 1942

Shell Oil Company
1220 S. W. Morrison St.
Portland, Oregon

Attention: Frank J. Hurner, Division Credit Mgr.

Gentlemen:

In reply to your inquiry of September 15, 1942, we advise that Berke Brothers' contract, No. 2569, is about 28 per cent complete. The amount of money paid the contractor to date is $56,965.68.

Very truly yours,

AH

Secretary

DA-WR 4
Cont. # 2569

CROSS REFERENCE SHEET

Name or Subject: Claim of Mrs. Clara E. Phipps, Medford No. — File No.

Regarding: Request that the State fence gravel pit used in connection with this contract and that contractor make certain repairs and settlements for damage to property of Mrs. Phipps.

Date: 8/24/42

SEE

Name or Subject: ADMINISTRATION
Insurance
Property Damage

File No.

File cross reference form under name or subject at top of the sheet and by the latest date of papers. Describe matter for identification purposes. The papers, themselves should be filed under name or subject after "SEE."

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APR 28 1942
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DA-WR 4

April 27, 1942

Berke Brothers
7923 N. E. Halsey
Portland, Oregon

Gentlemen:

We are forwarding to you today, by express, a fully executed copy of contract No. 2569 which was awarded to you on April 3, 1942, for 3.44 miles grading and paving on Section "A" of the South Unit, Antelope Creek-Medford Section of the Crater Lake Highway, in Jackson County.

This is for your records and files.

Very truly yours,
STATE HIGHWAY COMMISSION

By

AM

Secretary

NOTED
D. G. DeSart

RECEIVED
APR 28 1942
FOR FILING

LA-MR 4

April 27, 1942

Great American Indemnity Company
Harvey Wells-Reed Insurance Agency
Failing Building
Portland, Oregon

Gentlemen:

We are sending to you today, by express, a fully executed copy of contract No. 2569 which was awarded to Burke Brothers on April 3, 1942, for the grading and paving of Section "A" of the South Unit, Antelope Creek-Medford Section of the Crater Lake Highway, in Jackson County.

This copy is being sent to you since you appear as surety on the bond and is for your records and files.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

MM

NOTED
D. G. DeSart

RECEIVED
APR 18 1942
FOR FILING

7933 NORTHEAST HALSEY STREET

DA-WR 4

BERKE BROTHERS

GENERAL CONTRACTORS

PORTLAND, OREGON

April 16, 1942

Mr. H. B. Glaisyer, Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Sir,

We received your letter of April 14, 1942 regarding the contract forms which had not been picked up from the Portland office of the Railway Express Agency.

Our office in Portland is now closed, and our mail is being forwarded to our present location on the Illahee job south of Salem,

We received the notice of arrival of the contract forms from the Railway Express Agency on the same day that you wrote to us.

We have had the copies picked up and executed by the Berke Boys and the bonding company, and I shall bring them to your office this week.

Yours truly,

Berke Bros.

by Paul A. Lewis
Bookkeeper

NOTED
D. G. DeSart

RECEIVED
APR 18 1942
STATE HIGHWAY COMMISSION

RECEIVED
APR 15 1942
FOR FILING

DA-NK 4

April 14, 1942

Berke Brothers
7923 N. E. Halsey Street
Portland, Oregon

Gentlemen:

We have received notice today from the Portland office of the Railway Express Agency that our package of contract forms for your contract No. 2569, for grading and paving Section "A" of the South Unit, Antelope Creek-Medford Project, which we forwarded to you on April 6, remains in their office undelivered.

Will you please arrange to have this package picked up at your earliest convenience, or do you prefer that we have it forwarded to another address?

Very truly yours,

Secretary

RD/mm

NOTED
D. G. DeSart

April 14, 1942

Railway Express Agency
226 S. W. Broadway
Portland, Oregon

Attention: H. E. Albert, General Agent

Gentlemen:

In answer to your card of April 13, your Reference Number 1486, our Invoice Number WB997, we ask that you hold this package a few days more, as we have corresponded with Berke Brothers again and believe that they will pick it up in the near future.

Very truly yours,

Secretary

SD/mm

NOTED
D. G. DeSart

(568—6-40 PRINTED IN U.

To Shipper of Goods Undelivered

WAY EXPRESS AGENCY

INCORPORATED

Street Address Where Shipment is held

226 BROADWAY

PORTLAND, OREGON

City State

APR 13 19 42

You are notified that { Article / C. O. D. or Collection $ }

Forwarded by you on 4-6 19 42

Addressed to Porter Bros.

7923 N.E. Holman St.

charges $ Pd.

U.B. 777

Your Invoice or Identification No. or Your Express Receipt No.

Remains in this office undelivered because not in

2 days No Call

No Response to Postal Notice

This shipment is held at Owner's Risk subject to Express charges. Please give prompt orders for disposition. SEE DIRECTIONS ON OTHER SIDE.

Disposition Please.

OUR REFERENCE No. 46

H. E. Albert, General Agent

Agent

PROMPT ATTENTION WILL AVOID ADDITIONAL CHARGES

This shipment is subject to storage charges

4-14 42

SEE OTHER SIDE

RECEIVED
APR 8 1942
FOR FILING

DH-WR 4

April 7, 1942

Mr. Wayne M. Woodward
Arago, Oregon

Dear Sir:

In reply to your inquiry of April 4th regarding the estimated quantities of sprinkling work and unit prices bid therefor on the South Unit of the Antelope Creek-Medford Section of the Crater Lake Highway in Jackson County, we advise as follows:

1. On Section "A", contracted by Berke Brothers, estimated quantity of water for sprinkling work is 1,200,000 gallons, and unit bid price is $3.00 per thousand gallons.

2. On Section "B", contracted by Jacobsen-Jensen company, estimated quantity of water for sprinkling work is 500,000 gallons, and unit bid price is $2.00 per thousand gallons.

The above are estimates of the pay quantities of the sprinkling work and do not include considerable quantities of water which will be required in connection with the construction of Portland cement concrete.

Very truly yours,

R. H. BALDOCK
Chief Engineer

By

S. H. Probert
Office Engineer

V.G.O'M: sf

Drago Ore.
apdil. 4-1942

State Highway Commisson
Salem Ore.
Gentlemen

Would you kindly mail me the amount of sprinkling water estimated and the unit bid price. for the following projects. bid opening april 2-4/2

Sec- A - South Unit Antelope Creek. Medford Sec.- Crater Lake Highway. Burke Bros.

Sec B - south Unit Antelope Creek - Medford sec. of Crater Lake Highway. Anderson - Jensen Co.

Respectfully.

Wayne M. Woodward
Drago
Oregon

Sec. A - 1,200 @ 3.00
Sec. B - 500 @ 2.00

RECEIVED
APR 7 1942
FOR FILING

DA-WR 4

April 6, 1942

Berne Brothers
7923 N. E. Halsey St.
Portland, Oregon

Gentlemen:

We are sending you today by express four copies of contract No. 2569, which was awarded to you by the State Highway Commission on April 3, 1942, covering 3.44 miles grading and paving on Section "A" of the South Unit, Antelope Creek-Medford Section of the Crater Lake Highway; in Jackson County.

Kindly execute all four copies of this contract as to agreement and bond, and return them to this office for approval by the State Highway Commission. When this has been done, a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the paragraph under Section 6, page 15, of the printed general provisions, relating to the Workmen's Compensation Act. You are expected to accept the terms of this act, and to carry on your work under this contract in strict conformance thereto.

Your attention is also called to the paragraph on the same page, relating to payment by the contractor of amounts due hospital associations, et cetera.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

RS

RECEIVED
JUL 15 1942
FOR FILING

DA-WR 4

April 3, 1942

Bovee Brothers
7923 N. E. Halsey
Portland, Oregon

Gentlemen:

Confirming my telegram to you of this date, the State Highway Commission has today awarded to you the contract for Section "A" of the South Unit, Antelope Creek-Medford Section of the Crater Lake Highway, in Jackson County, being 3.4 miles grading and paving. This award was based on your bid of $252,908.50, submitted on April 2, 1942.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

cc - R. H. Probert
C. H. Pannon

Get completed

CLASS OF SERVICE DESIRED			
DOMESTIC		CABLE	
TELEGRAM		ORDINARY	
DAY LETTER		URGENT RATE	
SERIAL		DEFERRED	
OVERNIGHT TELEGRAM		NIGHT LETTER	
SPECIAL SERVICE		SHIP RADIOGRAM	

Patrons should check class of service desired; otherwise the message will be transmitted as a telegram or ordinary cablegram.

COPY OF WESTERN UNION TELEGRAM

SALEM OREGON APRIL 3, 1942

BEKKE BROS.
7923 N E HALSEY
PORTLAND OREGON

STATE HIGHWAY COMMISSION AWARDED YOU TODAY CONTRACT FOR GRADING AND PAVING SECTION "A" OF SOUTH UNIT, ANTELOPE CREEK-MEDFORD SECTION OF CRATER LAKE HIGHWAY, JACKSON COUNTY, BASED ON YOUR LOW BID SUBMITTED APRIL 2 1942.

CONTRACT FORMS FOLLOW SHORTLY

H B GLAISYER, SECRETARY
STATE HIGHWAY COMMISSION

file

RECEIVED
APR 6 1942
FOR FILING

CONFIRMATION

DAY LETTER

~~PUBLIC~~ WORKS AGENCY
~~XXX XX XXXXXXXXXXXXXXXXXX~~

~~XXXXX~~ Public Roads Administration

9010-20 Oregon

DA-WR 4

Portland, Oregon
April 3, 1942

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

RE DA-WR-4 HEMPORD ACCESS ROAD FOR WHICH BIDS RECEIVED APRIL SECOND. TOTAL CONTRACT PRICE PLUS TEN PERCENT ENGINEERING AND CONTINGENCIES $744,715.40 OF WHICH STATE PARTICIPATES $100,000.00. RIGHT OF WAY $55,000.00 OF WHICH STATE PARTICIPATES $15,000.00. TOTAL COST $799,715.40 OF WHICH $684,715.40 IS FEDERAL ACCESS FUNDS AND $115,000.00 STATE FUNDS. FEDERAL FUNDS NOW AVAILABLE AND WE WILL CONCUR IN AWARD WHEN ADVISED RIGHTS OF WAY SECURED.

Lynch

Fd. Gov't rate

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APR 7 1942
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FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

DA-WR 4

April 3, 1942

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This confirms our verbal concurrence of today in award of contracts for DA-WR-4, Access Road, Antelope Creek-Medford Section of the Crater Lake Highway, to the following low bidders:

Berke Brothers, Portland, for Section "A" of the South Unit.

Jacobsen-Jensen Company, Portland, for Section "B" of the South Unit.

Tru-Mix Concrete Company, Medford, for the structures.

Very truly yours,

W. H. Lynch

W. H. LYNCH
District Engineer

Charge to the account of $

CLASS OF SERVICE DESIRED			
DOMESTIC		CABLE	
TELEGRAM	X	ORDINARY	
DAY LETTER		URGENT RATE	
SERIAL		DEFERRED	
OVERNIGHT TELEGRAM		NIGHT LETTER	
SPECIAL SERVICE		SHIP RADIOGRAM	

Patrons should check class of service desired; otherwise the message will be transmitted as a telegram or ordinary cablegram.

WESTERN UNION

1217-B

R. B. WHITE, PRESIDENT
NEWCOMB CARLTON, CHAIRMAN OF THE BOARD
J. C. WILLEVER, FIRST VICE-PRESIDENT

CHECK
ACCOUNTING INFORMATION
TIME FILED

Send the following telegram, subject to the terms on back hereof, which are hereby agreed to

SALEM, OREGON
APRIL 3, 1942

MR. W. H. LYNCH
DISTRICT ENGINEER
PUBLIC ROADS ADMINISTRATION
P. O. BOX 3900
PORTLAND, OREGON

PLEASE CONCUR IN AWARD CONTRACTS TODAY FOR PROJECTS ON SOUTH UNIT OF ANTELOPE CREEK-MEDFORD SECTION AS FOLLOWS: SECTION A TO BESKE BROTHERS. SECTION B TO JACOBSEN-JENSEN COMPANY. STRUCTURES TO TRU-MIX CONCRETE COMPANY. ALL RIGHTS OF WAY ARE ACQUIRED.

R. H. BALDOCK

ALL MESSAGES TAKEN BY THIS COMPANY ARE SUBJECT TO THE FOLLOWING TERMS:

To guard against mistakes or delays, the sender of a message should order it repeated, that is, telegraphed back to the originating office for comparison. For this, one-half the unrepeated message rate is charged in addition. Unless otherwise indicated on its face, this is an unrepeated message and paid for as such, in consideration whereof it is agreed between the sender of the message and this Company as follows:

1. The Company shall not be liable for mistakes or delays in the transmission or delivery, or for non-delivery, of any message received for transmission at the unrepeated-message rate beyond the sum of five hundred dollars; nor for mistakes or delays in the transmission or delivery, or for non-delivery, of any message received for transmission at the repeated-message rate beyond the sum of five thousand dollars, unless specially valued; nor in any case for delays arising from unavoidable interruption in the working of its lines; nor for errors in cipher or obscure messages.
2. In any event the Company shall not be liable for damages for mistakes or delays in the transmission or delivery, or for the non-delivery, of any message, whether caused by the negligence of its servants or otherwise, beyond the actual loss, not exceeding in any event the sum of five thousand dollars, at which amount the sender of each message represents that the message is valued, unless a greater value is stated in writing by the sender thereof at the time the message is tendered for transmission, and unless the repeated-message rate is paid or agreed to be paid, and an additional charge equal to one-tenth of one per cent of the amount by which such valuation shall exceed five thousand dollars.
3. The Company is hereby made the agent of the sender, without liability, to forward this message over the lines of any other company when necessary to reach its destination.
4. Domestic messages and incoming cable messages will be delivered free within one-half mile of the Company's office in towns of 5,000 population or less, and within one mile of such office in other cities or towns. Beyond these limits the Company does not undertake to make delivery, but will, without liability, at the sender's request, as his agent and at his expense, endeavor to contract for him for such delivery at a reasonable price.
5. No responsibility attaches to this Company concerning messages until the same are accepted at one of its transmitting offices; and if a message is sent to such office by one of the Company's messengers, he acts for that purpose as the agent of the sender.
6. The Company will not be liable for damages or statutory penalties in any case where the claim is not presented in writing to the Company within sixty days after the message is filed with the Company for transmission; provided, however, that this condition shall not apply to claims for damages or overcharges within the purview of Section 415 of the Communications Act of 1934.
7. It is agreed that in any action by the Company to recover the tolls for any message or messages the prompt and correct transmission and delivery thereof shall be presumed, subject to rebuttal by competent evidence.
8. Special terms governing the transmission of messages according to their classes, as enumerated below, shall apply to messages in each of such respective classes in addition to all the foregoing terms.
9. No employee of the Company is authorized to vary the foregoing.

3-40

THE WESTERN UNION TELEGRAPH COMPANY
INCORPORATED
R. B. WHITE, PRESIDENT

CLASSES OF SERVICE

DOMESTIC SERVICES

TELEGRAMS
A full-rate expedited service.

DAY LETTERS
A deferred service at lower than the standard telegram rates.

SERIALS
Messages sent in sections during the same day.

OVERNIGHT TELEGRAMS
Accepted up to 2 A.M. for delivery not earlier than the following morning at rates substantially lower than the standard telegram or day letter rates.

SHIP RADIOGRAMS
A service to ships at sea, in all parts of the world. Plain language or code language may be used.

CABLE SERVICES

ORDINARIES
The standard service, at full rates. Code messages, consisting of 5-letter groups only, at a lower rate.

DEFERREDS
Plain-language messages, subject to being deferred in favor of full-rate messages.

NIGHT LETTERS
Overnight plain-language messages.

URGENTS
Messages taking precedence over all other messages except government messages.

THERE IS A SPECIAL LOW-RATE WESTERN UNION SERVICE FOR EVERY SOCIAL NEED

Telegrams of the categories listed at the right, to any Western Union destination in the United States

TELEGRAMS OF PRESCRIBED FIXED TEXT— — — — —	25¢
TELEGRAMS OF SENDER'S OWN COMPOSITION. First 15 words — —	35¢
LOCAL CITY TELEGRAMS — — — — — — —	20¢

TOURATE TELEGRAMS, for TRAVELERS. First 15 words — — 35¢
(Additional Words, 2½¢ each)

GREETINGS AT
Christmas, New Year, Easter, Valentine's Day, Mother's Day, Father's Day, Jewish New Year, Thanksgiving

CONGRATULATIONS ON
Anniversaries, Weddings, Birthdays, Commencement, Birth of a Child

MISCELLANEOUS
Bon Voyage telegrams, "Pep" telegrams, Kiddiegrams (No 35¢ rate)

ASK AT ANY WESTERN UNION OFFICE OR AGENCY FOR FULL INFORMATION

3 65

2570 SEE: Contract 2566

DA-WR 4 Section "B", Antelope Ck.-Medford S.
Crater Lake & Pacific Hwys. 1942

#2570

RECEIVED
OCT 28 1943
FOR FILING

DA-WR 4

October 26, 1943

General Casualty Co. of America
Oregon Service Office
601 Board of Trade Building
Portland, Oregon

Attention: Elwyn A. Wride

Gentlemen:

Reply is made to your letter of October 25 regarding State Highway contract No. 2570, covering the construction of the Section "B" Crater Lake Highway, which work you state was being done by the Tru-Mix Concrete Company of Medford, Oregon.

The above described contract was awarded April 3, 1942, to Jacobsen-Jensen Company, Portland. It is my understanding, however, that the work is being done by the Tru-Mix Concrete Company, Medford, as sub-contractors. The information that I am able to give you, therefore, is simply that which concerns the Jacobsen-Jensen Company.

Inspection of the files reveals that this job was completed by the contractor June 15, 1943, and was formally accepted by the State Highway Commission on July 27, 1943. Final payment to the contractor has not yet been made, although the final voucher is now in the hands of the Secretary of State for issuance of the final warrant, and when this final payment has been made there will have been $117,312.69 paid to the contractor.

I am pleased to be of service to you in this regard.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

HMcA:b

H. K. DENT
PRESIDENT

OREGON SERVICE OFFICE
601 BOARD OF TRADE BUILDING

GENERAL INSURANCE COMPANY OF AMERICA
FIRST NATIONAL INSURANCE CO. OF AMERICA
GENERAL CASUALTY COMPANY OF AMERICA
HOME OFFICES—SEATTLE, WASHINGTON

PORTLAND, OREGON

October 25, 1943

REFERRED TO
Mrs. Smith
BY SECRETARY
Please prepare appropriate reply - O.K.E.

State Highway Commission
State of Oregon
Salem, Oregon

ATTENTION: Mr. H. B. Glaisyer

Gentlemen:

Replying to your letter of October 15, 1943, it appears that I was in error in asking for the total amount paid the Tru-Mix Concrete Company under contract 2571 and observe from your letter that this information was previously requested and furnished us by your department. However, if you will permit me to bother you again, I will appreciate it very much if you will favor me with your advices as to the status of contract 2570 which is the construction of Section B Crater Lake Highway, which work is being done by the Tru-Mix Concrete Company of Medford, Oregon.

It is our understanding that this job has been completed and we will, therefore, thank you for your kind advices. Please give us the date the contract was completed and accepted and the total amount paid to the Tru-Mix Concrete Company.

Very truly yours,

GENERAL CASUALTY COMPANY OF AMERICA

By Elwyn M. Wride
Elwyn M. Wride

hh

RECEIVED
OCT 26 1943
OREGON
STATE HIGHWAY COMMISSION

ANSWERED
H. B. GLAISYER

Mr. Glaisyer:

Contract # 2570 Jacobsen-Jenson Co., 517 N. E. Stanton St., Portland contractors

Mr. Low states that Tru-Mix Concrete Company are sub-contractors.

Completed June 15, 1943 --- Accepted July 27, 1943.

Surety notified final to be paid on or after August 19, 1943.
Surety acknowledges notice of final payment on Sept. 11, 1943.

Carl Smith gave the voucher as 12406 and referred me to Mrs. Wicklander.

Mrs. Wicklander states Issuance of Warrant had been sent to Secretary of State's Office October 25, 1943-- should be back in several days.

Voucher was sent to the Secretary of State's office 10-25-43 and they issue a warrant.

Edna

Edna:
Get file 14a-WB4
from file room

RECEIVED
AUG 12 19
FOR FILING

DA-WR 4

August 12, 1943

Isaacson-Jensen Company
517 N. E. Stanton
Portland, Oregon

Gentlemen:

The State Highway Commission, at its meeting of July 28, 1943, granted you the extension of time requested, from August 31, 1942 to June 15, 1943, without penalty, in connection with contract No. 2578 for grading and paving Section "B" of the South Unit of the Antelope Creek-Medford Section of the Crater Lake and Pacific Highways, in Jackson County.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By
Secretary

SW

cc - K. D. Lytle
Division Engineer

RECEIVED

DA-IVR 4

August 9, 1943

Great American Indemnity Co.
Harvey Waller-Reed Ins. Agency
Failing Building
Portland, Oregon

Gentlemen:

You are hereby notified that state highway contract No. 3570, for 1.4 miles grading and paving of Section "F" of the South Unit of the Antelope Creek-Medford Section of the Crater Lake and Pacific Highway, in Jackson County, has been completed by the Contractor, Jacobsen-Jensen Co., and that final payment in the amount of $5,498.56 will be made on or after August 23, 1943.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there by any.

For your information we wish to advise that the total contract amount is $117,318.69 of which amount $80.81 represents the amount of force account items. This contract was completed on June 16, 1943 and accepted by the Commission on July 27, 1943.

This notice is served upon you since you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

DF

NOTED
RUTH SMITH

RECEIVED
JUL 26 1943
PORTLAND

DA-WR 4

July 24, 1943

Great American Indemnity Co.
Harvey Wollenhaupt Ins. Agency
Failing Building
Portland, Oregon

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to the Jacobsen Company, on contract No. 2870, covering grading and paving of "F" of the South Unit, Ashlelps Creek-Medford Section on the Crater Lake and Pacific Highways, in Jackson County. This payment, in the amount of $12,220.55, will be made on or after August 3, 1943. The retained percentage is $3,620.02.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues, or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

Kindly acknowledge receipt of this letter.

Yours very truly,

OREGON STATE HIGHWAY COMMISSION

BB By

Secretary

NOTED
RUTH SMITH

DB-WE 4

July 8th, 1943

Mr. W. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland 8, Oregon

Dear Sir:

Will you kindly concur in an extension of time on Contract No. 2570, Jacobsen-Jensen, contractors, Section "F", South Unit, Antelope Crook-Bedford Section of the Crater Lake Highway, DB-WE 4. The specified completion date was August 31st, 1942, and the contract was actually completed June 15th, 1943.

The pavement and curbs were completed September 19th, 1942, but there remained some oiling of sidewalks and approaches and other miscellaneous items which were delayed by the embargo on oil during the latter part of the 1942 season. After the oil priorities were finally straightened out, the rainy season had started, and the walks could not be completed until the spring of 1943.

It is recommended that this extension be granted without penalty since there was no additional cost to the job and little or no inconvenience to the public.

Very truly yours,

R. H. Baldock
State Highway Engineer

R

cc to: H. G. Smith

RECEIVED
JAN 12 1943
FOR FILING

22-WR-4

January 11, 1943

Shell Oil Company
1220 S. W. Morrison
Portland, Oregon

Attention: Frank J. Harmer, Division Credit Manager

Gentlemen:

In reply to your inquiry of January 8, 1943, I wish to advise that Jacobsen-Jensen Company's contract No. 2570 is approximately 96 per cent complete and the company has been paid the sum of $101,524.90 to December 15, 1942.

Very truly yours,

AM

Secretary

Form E-1—SM—4-42

LP-WR 4

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending January 9, 1943

Section Sec. B - South Unit Antelope Creek - Medford Kind of work Grading and Paving

Highway Crater Lake Section prefix 15 - 1131

Contractor Jacobsen and Jensen Contract number 2570

Date of contract April 3, 1942 Date of completion August 31, 1942

Date work started April 13, 1942 Estimated date of completion ....., 19.....

Amount of contract . . . . . $123,278.00 Per cent of time elapsed 100 %

Estimated cost of completed project, exclusive of engineering $123,278.00

Per cent of contract completed, based on total contract price . . . . . 96 %

Engineering cost to date, $ 9100, 716 % Date project was completed ....., 19.....

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

No work on this project this week. Continued bad weather has prevented placing of oil to complete work.

No additional report will be made on this job until work is resumed.

Work on estimate is appropimately 75 % complete.

RECEIVED
JAN 11 1943

NOTED
E. M. DOUGHERTY

Signed Tom Edwards

Address Medford Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING Asphalt Concret
Miles in project	1.42	1.42			1.42
Miles partially completed	1.42	1.42			1.42
Miles completed	1.42	1.42			1.42
Total estimated quantities	9000	11000			8100
Estimated quantities moved or placed to date	9000	11000			8100
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

..... County, ...%; ..... County,.....%; ..... County, ...%; ..... County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ....., Power graders ....., Rollers ....., Mixers ....., Crushing or screening plants.....

Compressors ....., Bulldozers ....., Sheep-foot rollers ....., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

STATE PRINTING DEPT.

RECEIVED
SEP 21 1942
FOR FILING

DA-WR 4

September 21, 1942

Shell Oil Company
1220 S. W. Morrison St.
Portland, Oregon

Attention: Frank J. Hurner

Gentlemen:

In reply to your inquiry of September 18, 1942, we advise that Jacobsen-Jensen Company's contract, No. 2570, is approximately 57 per cent complete, and that the contractor has been paid the sum of $64,321.60.

Very truly yours,

AM

Secretary

RECEIVED
AUG 14 19[illegible]
FOR FILING

LA-WR 4

Salem, Oregon
August 12, 1942

Mr. K. D. Lytle
Highway Division Engineer
Roseburg, Oregon

Dear Sir:

We refer to your letter of August 5, and to Tom Edmund's letter of July 31, concerning industrial accident insurance coverage for employees of James A King, subcontractors under the Jacobsen-Jansen Company on Section B, South Unit, Antelope Creek-Bedford Project (Contract 2770).

Our Legal Department advises that the procedure whereby the subcontractor's crew is being carried on the Jacobsen-Jansen pay roll does not conflict with any State law, and that inasmuch as the crew thus has the protection of the State's Workmen's Compensation Act, the procedure meets the requirements of our contract.

This being the case, the Department will offer no objection to the procedure being followed.

Very truly yours,

S. H. Baldock
Chief Engineer

cc to Mr. Tom Edmunds
Resident Engineer
Bedford, Oregon

Mr. H. G. Smith

SHP:ER

FORM E-80 3000 8-46

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
Aug. 5, 1942

Subject: 15-1131 Industrial Accident Insurance

To:

H. G. Smith
Construction Engineer

Dear Sir:

Attached is a letter from Tom Edwards regarding Industrial Accident Insurance on Sec. B, South Unit, Antelope Creek-Medford project, contract 2570, covering certain work that Jacobsen-Jensen have sub-contracted to Jones & King.

Can you advise whether or not some arrangement has been with the Commission for the handling of Jones & King's payroll as mentioned in Edwards' letter.

Very truly yours,

K D Lytle

K. D. LYTLE
Division Engineer

enc

G

RECEIVED
AUG 6 - 1942
STATE OF
ENGINEER

FORM E-20 SOM 12-41

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Medford, Oregon
July 31, 1942

Subject: Industrial Accident Insurance

To: Mr. K. D. Lytle
Division Engineer
Oregon State Highway Commission
Roseburg, Oregon

Dear Sir:

I am advised by the Jacobsen - Jensen Company and by JOnes and King that they are unable to arrange for Industrial Accident coverage for this particular job unless Jones & King accept insurance for all his work in Oregon for the period of one year.

At present the Jacobsen-Jensen Company are handling the pay-roll covering the Jones crew and paying insurance under their account.

In effect, this amounts to repudiation of the subcontract, and doing the work on a rental basis.

It is my understanding that this arrangement was made after discussion with the Accident Commission Office and the Highway Commission Office, but as yet I have no authentic information. Kindly advise as to this matter.

Very truly yours,

Tom Edwards, Res. Engr.

TE:RC

RECEIVED
AUG 5 1942
ROSEBURG DIVN. OFFICE

RECEIVED
APR 28 1942
FOR FILING

DA-WR 4

April 27, 1942

Jacobsen-Jensen Company
517 N. E. Stanton Street
Portland, Oregon

Gentlemen:

We are forwarding to you today, by express, a fully executed copy of contract No. 2570 which was awarded to you on April 3, 1942, for 1.4 miles grading and paving on Section "B" of the South Unit, Antelope Creek-Medford Section of the Crater Lake and Pacific Highways, in Jackson County.

This is for your records and files.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

NOTED
D. G. DeSart

RECEIVED
APR 28 1942
FOR FILING

LA-WR 4

April 27, 1942

Great American Indemnity Company
Harvey Wells-Reed Insurance Agency
Failing Building
Portland, Oregon

Gentlemen:

We are sending to you today, by express, a fully executed copy of contract No. 2570 which was awarded to Jacobsen-Jensen Company on April 3, 1942, for grading and paving Section "B" of the South Unit, Antelope Creek-Medford Section of the Crater Lake and Pacific Highways, in Jackson County.

This copy is being sent to you since you appear as surety on the bond and is for your records and files.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

EH

NOTED
D. G. DeSart

RECEIVED
APR 27 1942
FOR FILING

DA-WR 4

#25470

April 24, 1942

Jacobsen-Jensen Co.
517 N. E. Stanton St.
Portland, Oregon

Gentlemen:

We now have the consent of the PRA to your proposal to subcontract a part of your work on the Antelope Creek-Medford Section to the Tru-Mix Concrete Co. of Medford.

A copy of the subcontract should be submitted to Division Engineer K. B. Lytle and, if it is found by him to be acceptable, you are authorized to consummate the agreement and to permit the subcontractor to go to work.

It is to be understood that the amount of work to be subcontracted to the Tru-Mix Concrete Co. is not to exceed $40,000.

Very truly yours,

R. H. BALDOCK
Chief Engineer

By

S. H. Probert
Office Engineer

SHP:ER

cc to Mr. H. G. Smith
Mr. K. B. Lytle
Mr. Tom Edwards

RECEIVED
APR 27 1942
FOR FILING

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

April 24, 1942

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to Mr. Probert's letter of April 16 enclosing a copy of a letter from Jacobsen-Jensen Co., contractors on Section B of the South Unit, Antelope Creek-Medford Section, Project DA-WR 4, requesting permission to sublet work in excess of the 20% permitted by the contract.

Due to the equipment situation the proposed subletting as requested in this case will be satisfactory.

Very truly yours,

W. H. LYNCH
District Engineer

April 24, 1942

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to Mr. Probert's letter of April 16 enclosing a copy of a letter from Jacobsen-Jensen Co., contractors on Section B of the South Unit, Antelope Creek-Redford Section, Project DA-WR 4, requesting permission to sublet work in excess of the 20% permitted by the contract.

Due to the equipment situation the proposed subletting as requested in this case will be satisfactory.

Very truly yours,

W. H. LYNCH
District Engineer

April 16, 1942

Mr. W. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland, Oregon

Dear Sir:

We enclose herewith a copy of a letter from the Jacobsen-Jensen Company, contractors on Section "B", South Unit, Antelope Creek-Medford Project, Project DA-WR 4, in which letter they request permission to subcontract work in excess of the twenty per cent permitted by the contract.

Ordinarily we would not be inclined to grant a request of this kind, but, in this instance, when equipment is practically unobtainable, and when equipment expected to be used is unexpectedly tied up by a work increase on a War Department project, we consider the contractor's request a fair one and we feel that public interest will be best served by granting it.

The work to be subcontracted consists principally of grading work and the construction of concrete curbs and minor structures. The amount of the subcontract will be about $40,000, approximately one-third of the total amount of the contract. The contractor to whom the subcontract is proposed to be let is the Tru-Mix Concrete Company of Medford, a company considered by us to be adequately qualified.

May we have authority from you to permit the contractor to subcontract a part of his work as above indicated.

Very truly yours,

R. H. BALDOCK
Chief Engineer

By

S. H. Probert
Office Engineer

SHP:ER
cc to H. G. Smith
L. D. Lytle
Encl.

Phone GArfield 3313

JACOBSEN-JENSEN CO.

General Contractors

517 N. E. Stanton Street
PORTLAND, OREGON

April 15, 1942.

Oregon State Highway Commission,
Salem, Oregon.

Gentlemen:

Since receiving the award of Section "B" South Unit Antelope Creek-Medford Section in Jackson County, an airport project in Eastern Oregon on which we have been working for some time, has been doubled in size, making it almost impossible to remove equipment from that job to the Jackson County project. However, a contractor who is located at Medford is willing to sublet a portion of the work from us. His equipment and organization is adequate to do the work involved, and under the control of our superintendent will be able to complete whatever he sublets, in ample time.

The amount involved in this proposed subcontract would aggregate about $40,000, which is above the twenty per cent usually allowed on a subcontract. Therefor, we request that because of our inability to move our own equipment from the other project and because of the scarcity of equipment in general, we be allowed to enter into this subcontract.

Yours truly

JACOBSEN-JENSEN CO.

By K. F. Jacobsen
K. F. Jacobsen.

KFJ/ms

RECEIVED
APR 16 1942
STATE HIGHWAY COMMISSION

RECEIVED
JUL 14 1942
FOR FILING.

Charge to the account of $

CLASS OF SERVICE DESIRED			
DOMESTIC		CABLE	
TELEGRAM		ORDINARY	
DAY LETTER		URGENT RATE	
SERIAL		DEFERRED	
OVERNIGHT TELEGRAM		NIGHT LETTER	
SPECIAL SERVICE		SHIP RADIOGRAM	

Patrons should check class of service desired; otherwise the message will be transmitted as a telegram or ordinary cablegram.

WESTERN UNION

217-B

CHECK
ACCOUNTING INFORMATION
TIME FILED

R. B. WHITE, PRESIDENT
NEWCOMB CARLTON, CHAIRMAN OF THE BOARD
J. C. WILLEVER, FIRST VICE-PRESIDENT

Send the following telegram, subject to the terms on back hereof, which are hereby agreed to

SALEM, OREGON
APRIL 16, 1942

JACOBSEN-JENSEN CO.
517 N. E. STANTON STREET
PORTLAND, OREGON

REVIL APRIL 15 ORDERING DISCONTINUANCE WORK ON ANTELOPE CREEK MEDFORD PROJECT. YOU ARE NOW AUTHORIZED TO RESUME WORK.

R. H. BALDOCK

RECEIVED
JUL 14 1942
FOR FILING.

APRIL 15, 1942

RECEIVED
JUL 14 1942
FOR FILING

JACOBSEN-JENSEN COMPANY
517 N. E. STANTON ST.
PORTLAND, OREGON

WAR PRODUCTION BOARD CONSERVATION ORDER L-41 MAKES NECESSARY WE REQUIRE YOU TO STOP WORK COVERED YOUR CONTRACT ON ANTELOPE CREEK-MEDFORD SECTION. INCUR NO MORE EXPENSE AND MAKE NO MORE COMMITMENTS UNTIL WE AUTHORIZE SAME

R. H. BALDOCK

RECEIVED
APR 7 1942
FOR FILING

DA-WR 4

April 6, 1942

Jacobsen-Jansen Company
517 N. E. Stanton St.
Portland, Oregon

Gentlemen:

We are sending you today by express four copies of contract No. 2570, which was awarded to you by the State Highway Commission on April 3, 1942, covering 1.4 miles grading and paving on Section "B" of the South Unit, Antelope Creek-Medford Section of the Crater Lake and Pacific Highways, in Jackson County.

Kindly execute all four copies of this contract as to agreement and bond, and return them to this office for approval by the State Highway Commission. When this has been done a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the paragraph under Section 6, page 15, of the printed general provisions, relating to the Workmen's Compensation Act. You are expected to accept the terms of this act and to carry on your work under this contract in strict conformance thereto.

Your attention is also called to the paragraph on the same page, relating to payment by the contractor of amounts due hospital associations, et cetera.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

RS

RECEIVED
D. Dysart

RECEIVED
JUL 15 1942
FOR FILING

DA-WR 4

AGENDA
APR 30 1942

5.C

April 3, 1942

Jacobsen-Jensen Company
517 N. E. Stanton
Portland, Oregon

Gentlemen:

Confirming my telegram to you of this date, the State Highway Commission has today awarded to you the contract for 1.4 miles grading and paving, on Section "F" of the South Unit, Antelope Creek-Medford Section of the Crater Lake and Pacific Highways, in Jackson County. This award was based on your bid of $123,276.00, submitted on April 2, 1942.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

EE

cc - S. H. Probert
G. S. Tomson

See enclosed

M

Charge to the account of _____ $ _____

CLASS OF SERVICE DESIRED			
DOMESTIC		CABLE	
TELEGRAM		ORDINARY	
DAY LETTER		URGENT RATE	
SERIAL		DEFERRED	
OVERNIGHT TELEGRAM		NIGHT LETTER	
SPECIAL SERVICE		SHIP RADIOGRAM	

Patrons should check class of service desired; otherwise the message will be transmitted as a telegram or ordinary cablegram.

WESTERN UNION

1217-B

R. B. WHITE, PRESIDENT
NEWCOMB CARLTON, CHAIRMAN OF THE BOARD
J. C. WILLEVER, FIRST VICE-PRESIDENT

CHECK
ACCOUNTING INFORMATION
TIME FILED

Send the following telegram, subject to the terms on back hereof, which are hereby agreed to

SALEM OREGON APRIL 3 1942

JACOBSEN-JENSEN COMPANY
517 N E STANTON
PORTLAND OREGON

STATE HIGHWAY COMMISSION AWARDED YOU TODAY CONTRACT FOR GRADING AND PAVING SECTION "B" OF SOUTH UNIT, ANTELOPE CREEK-MEDFORD SECTION OF CRATER LAKE AND PACIFIC HIGHWAYS, JACKSON COUNTY, BASED ON YOUR LOW BID SUBMITTED APRIL 2 1942. CONTRACT FORMS FOLLOW SHORTLY

R B GLAISYER, SECRETARY
STATE HIGHWAY COMMISSION

file

1-A-WR-d
#1570

RECEIVED
APR 27 1942
FOR FILING

CLASS OF SERVICE

This is a full-rate Telegram or Cablegram unless its deferred character is indicated by a suitable symbol above or preceding the address.

WESTERN UNION

1201

SYMBOLS

DL = Day Letter
NT = Overnight Telegram
LC = Deferred Cable
NLT = Cable Night Letter
Ship Radiogram

R. B. WHITE, PRESIDENT
NEWCOMB CARLTON, CHAIRMAN OF THE BOARD
J. C. WILLEVER, FIRST VICE-PRESIDENT

The filing time shown in the date line on telegrams and day letters is STANDARD TIME at point of origin. Time of receipt is STANDARD TIME at point of destination

PRH 168 38/37=PORTLAND ORG 3 410P

R H BALDOCK=

1942 APR 3 PM 4 17

OREGON STATE HIGHWAY COMMISSION

WILL ACCEPT AWARD OF CONTRACT SECTION B SOUTH UNIT ANTELOPE CREEK MEDFORD SECTION SUBJECT TO CONDITION NO WORK TO BE DONE PRIOR TO MAY 15TH AT STATION 2387 L3 LINE TO INTERFERE WITH STORE BUILDING OR BUSINESS=

JACOBSEN JENSEN CO.

RECEIVED
APR 27 1942
FOR FILING

THE COMPANY WILL APPRECIATE SUGGESTIONS FROM ITS PATRONS CONCERNING ITS SERVICE

Send the following telegram, subject to the terms on back hereof, which are hereby agreed to

RECEIVED
APR 27 1942
FOR FILING

SALEM, OREGON
APRIL 3, 1942

JACOBSEN-JENSEN COMPANY
317 N. E. STANTON ST.
PORTLAND, OREGON

WILL YOU ACCEPT AWARD OF CONTRACT FOR SECTION B OF SOUTH UNIT OF ANTELOPE CREEK-MEDFORD SECTION SUBJECT TO CONDITIONS THAT STORE BUILDING AT STATION 2387 OF L3 LINE WILL NOT BE REMOVED UNTIL MAY FIFTEENTH AND THAT YOU WILL DO NO WORK WHICH WILL INTERFERE WITH THE STORE OR ITS BUSINESS PRIOR TO THAT DATE. REPLY TODAY

R. H. BALDOCK

2571 SEE: Contract 2566

DA-WR 4 Structures, S. Unit, Antelope Cr.-Medford Sec., Crater Lake & Pacific Hwys. 1942

#2571

RECEIVED
MAY 15 1947
FOR FILING

D-17-WE - 4 - 1

February 19, 1947

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

While Mr. Eriksen's letter of February 17, 1947 regarding Tract No. 1006E on Oregon Project No. DA-WE 4(1), Antelope Creek - Medford Section of the Crater Lake Highway satisfactorily describes the conditions necessitating the cattle pass and includes a tabulation of cost of work performed, advice as to the entire area of the farm and the areas of the remainder portions together with a plat of the entire property, if available, is also desired as mentioned in our letter of February 13, 1947.

Very truly yours,

F. E. DAVIS
District Engineer

for

Original sent to K. Sawyer

RECEIVED
FEB 14 1947
FOR FILING
Public Roads Administration

COMMISSIONERS
T. H. BANFIELD, CHAIRMAN, PORTLAND
ARTHUR W. SCHAUPP, MEMBER, KLAMATH FALLS
MERLE R. CHESSMAN, MEMBER, ASTORIA

OREGON
STATE HIGHWAY COMMISSION
SALEM

R. H. BALDOCK, STATE HIGHWAY ENGINEER
C. B. McCULLOUGH, ASST. STATE HIGHWAY ENGINEER
J. M. DEVERS, CHIEF COUNSEL
H. B. GLAISYER, SECRETARY

February 17, 1947

DA-WR 4-(1)

10062

Public Roads Administration
Post Office Building
Portland 8, Oregon

Attention: Mr. T. M. Davis, District Engineer

Gentlemen:

Receipt is acknowledged of your letter of the 13th with reference to right of way on Oregon Project No. DA-WR 4(1), Antelope - Medford section of the Center Lake Highway. This letter is written with particular reference to file No. 10062. A separate communication is written regarding 10067.

forces.

The total acreage in this property according to our records was 35.65 acres before the right of way was taken. The pasture lands were severed by the railroad from the portion on which the buildings are located and was served by an underpass under the railroad. In the construction of the highway it was anticipated that it would be very heavily traveled on account of traffic to and from Camp White, and it did not appear desirable to have stock driven back and forth across the highway. Therefore, a cattle pass was provided primarily in the interests of public safety, the right of way damages being regarding somewhat as an inconsequential item. It is entirely possible that a settlement in damages might have been reached which would have been less than the construction costs, but this, as stated, was a secondary factor. There is no reason at this time, as far as the Highway Commission is concerned, in questioning the soundness of the conclusion.

The costs of the construction performed by State forces as given to me by Mr. Prebert's office are as follows:

"Costs incurred in accordance with right of way agreement (file No. 10062) which are included in final Federal Aid voucher as participating costs:

Cattle Pass - Station 2337+50 (Contract No. 2571)

Total cost as shown in final voucher ——— $ 2781.28

RECEIVED
COMMISSIONERS
T. H. BANFIELD, CHAIRMAN
FORTUNA
ARTHUR W. SCHAPLER, MARYSVILLE
KLAMATH LAKES
HARRY R. CHESSEMAN, SALINAS

Outlet to Cattle Pass - Station 2337+50 (Contract No. 2569)		
366.9 by structural excavation	$200.00	$ 733.80
Water System - Station 2334+00 (Contract No. 2569)		
10.9 by structural excavation	$200.00	$ 21.80
3.43 by concrete	50.00	171.50
		$ 193.30

No Federal cooperation was requested for expense of fencing and water pipe, as follows:

Cost of water pipe installation	$ 132.11
Cost of fencing	$ 210.40

In explanation of the items covering the water system and fencing I might advise that the property owner refused to do this work as he was not in a position to take care of it and it was necessary that it be done by State forces.

Yours very truly,

J. M. DEVERS

By

J. W. DeSOUZA
Assistant Counsel

JWD:mvh
cc - S. H. Probert
Attn: J. W. Nash

RECEIVED
DEC 14 1946
FOR FILING

DA-WR 4-1

December 12, 1946

Mr. T. H. Davis
District Engineer
Public Roads Administration
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

In response to your letter of December 5, we are enclosing copies of time extension for contract No. 2771, Tru-Mix Concrete Co., Antelope Creek-Medford Section, Project No. DA-WR 4 (1).

Very truly yours,

R. H. Baldock
State Highway Engineer

RA:GS
Encl.

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND 8, OREGON

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY
~~DISTRICT SIX~~
Division 8

December 5, 1946.

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

In our review of the final voucher for Oregon Project No. DA-WR 4(1), Antelope Creek - Medford Section of the Crater Lake and Pacific Highways, we note that copies of the time extension for Contract No. 2571, Tru-mix Conc. Contract, have not been received. Please send us copies at your earliest convenience.

Very truly yours,

8/22/43

T. M. DAVIS
District Engineer.

RECEIVED
DEC 7 1946
OREGON
STATE HIGHWAY COMMISSION

EXCERPT FROM MINUTES OF MEETING ON AUGUST 21, 1943

OF THE OREGON STATE HIGHWAY COMMISSION

Tru-Mix Concrete Company, Contract No. 2571, for construction of bridges and culverts on the south unit of the Antelope Creek-Medford Section of the Crater Lake and Pacific Highways, in Jackson County, requested an extension of time from August 15, 1942, to June 15 1943, within which to complete this job. They attributed their failure to complete the project within the specified time limit to adverse weather conditions and to an increase in the quantity of work to be performed. The Engineer advised that this contractor had great difficulty in securing treated lumber for these structures and in securing sufficient labor to carry on the work due to competition with contractors who were constructing buildings in the army cantonment at Camp White. He recommended in view of the circumstances that the extension of time requested be granted without penalty. A letter was presented from the Public Roads Administration concurring therein. The Commission approved the recommendation by unanimous vote.

RECEIVED
DEC 16 1946
FOR FILING

DA-WR 4(1)

December 12, 1946

Mr. T. M. Davis
District Engineer
Public Roads Administration
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

In response to your letter of December 5, we are enclosing copies of time extension for contract No. 2571, Tru-Mix Concrete Co., Antelope Creek-Medford Section, Project No. DA-WR 4 (1).

Very truly yours,

R. H. Baldock
State Highway Engineer

RA:GS
Encl.

RECEIVED
NOV 12 1946
FOR FILING

November 8, 1946

Mr. T. H. Davis
District Engineer
Public Roads Administration
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

We have your letter of November 4th requesting additional right-of-way documents in connection with Project No. DS-4H 4 (1), Ambaloya Creek-Medford Section of the Crater Lake Highway.

We do not have the final report and option for parcels 3 and 4 of R/W file No. 10145 other than the copies you already have. On the final report for parcels 1 and 2 of file No. 10145 you will note the following statement:

"3.42 acres (tract within abandoned wye) at $200.00 per acre - $1,084.00."

With reference to the option, parcels 3 and 4 are covered in the typed paragraph near the middle of the reverse side. We note that copies of the deed were furnished in order that you would have the descriptions for parcels 3 and 4.

In regard to parcel 4, the portion of the abandoned railroad wye which lies outside the highway right-of-way, severance of this parcel made it of no further use to the Railroad Company and the State agreed to purchase in order to close the transaction. No doubt the parcel could be sold and a credit realized, but final disposition is still pending.

In view of the above circumstances we suggest that the cost of parcel 4 be considered as non-participating. This parcel contains 3.9 acres as shown in the deed, which computed at the price of $200.00 per acre given in the final report results in an amount of $780.00

Deduction of the above amount should not result in a reduction of the amount to be paid on the final voucher as there was an overrun in construction cost.

Very truly yours,

R. E. Babcock
State Highway Engineer

M:EH

RECEIVED
NOV 12 1946
FOR FILING

D.G.W.K. 4-1

November 8, 1946

Mr. T. M. Davis
District Engineer
Public Roads Administration
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

We have your letter of November 4th requesting additional right-of-way documents in connection with Project No. DA-2H 4 (1), Antelope Creek-Medford Section of the Crater Lake Highway.

We do not have the final report and option for parcels 3 and 4 of R/W file No. 10145 other than the copies you already have. On the final report for parcels 1 and 2 of file No. 10145 you will note the following statement:

"3.42 acres (tract within abandoned wye) at
$200.00 per acre - $1,084.00."

With reference to the option, parcels 3 and 4 are covered in the typed paragraph near the middle of the reverse side. We note that copies of the deed were furnished in order that you would have the descriptions for parcels 3 and 4.

In regard to parcel 4, the portion of the abandoned railroad wye which lies outside the highway right-of-way, severance of this parcel made it of no further use to the Railroad Company and the State agreed to purchase in order to close the transaction. No doubt the parcel could be sold and a credit realized, but final disposition is still pending.

In view of the above circumstances we suggest that the cost of p arcel 4 be considered as non-participating. This parcel contains 3.9 acres as shown in the deed, which computed at the price of $200.00 per acre given in the final report results in an amount of $780.00

Retention of the above amount should not result in a reduction of the amount to be paid on the final voucher as there was an overrun in construction cost.

Very truly yours,

R. E. Babcock
State Highway Engineer

RA:HK

...STON

POST OFFICE BUILDING
PORTLAND 6, OREGON

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY
[redacted]
Division 8

November 4, 1946

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

In our review of the documents supporting your claim for reimbursement for right-of-way on Oregon Project No. DA-WR 4(1), Antelope Creek - Medford Section of the Crater Lake Highway. We note that the final reports and real estate options for parcels 3 and 4 of R/W file No. 10145 were not included. Will you please send us copies of these documents.

Also, as the information at hand does not indicate that the purchase of parcel 4, the abondoned railroad wye, was essential to the use of the project for military purposes, a statement supporting your claim for reimbursement would be appreciated.

Very truly yours,

T. M. DAVIS
District Engineer

RECEIVED
NOV 6 1946
OREGON
STATE HIGHWAY COMMISSION

FORM E-128 15M 6-41

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN
PORTLAND
HURON W. CLOUGH, MEMBER
CANYONVILLE
HERMAN OLIVER, MEMBER
JOHN DAY

RECEIVED
FEB 1 [illegible] 11
FOR FILING

OREGON
STATE HIGHWAY COMMISSION

R. H. BALDOCK, CHIEF ENGINEER
C. B. McCULLOUGH, ASS'T CHIEF ENGINEER
J. M. DEVERS, CHIEF COUNSEL
H. B. GLAISYER, SECRETARY

SALEM

Lt-Wk 4

February 10, 1944

IN REPLY PLEASE
REFER TO FILE NO.

Referred to
Adm
Insurance
Prop. Damage - State
Owned

Mr. C. B. McCullough
Assistant State Highway Engineer
D E P A R T M E N T

Filed

Dear Sir:

We are returning herewith the Legal Department's file concerning the damage claim which this Department presented to the Army Air Forces covering damage to a traffic signal near Medford in the amount of $61.92, resulting from an accident which occurred November 4th, 1942.

We have prepared a Request for Outside Billing, a copy of which is attached.

We return, also, the Receipt and Release form* which should be executed and returned to the Legal Department for transmittal to the Army Air Forces Finance Officer.

A copy of the Request for Outside Billing has been sent to the Accounting Division by way of Probert's office, and a copy sent to K. D. Lytle and J. G. Bromley.

Very truly yours,

I. A. DeFrance
Assistant Maintenance Engineer

IAD/gb
Encls.
cc: K. D. Lytle
J. G. Bromley

* It is noted that this form dates the accident August 14, 1942, while all of our correspondence and reports indicate that the accident actually occurred on the 4th of November, 1942. We believe this form should be corrected.

File sent to J. M. Devers - Feb. 11, 1944

RECEIVED
FEB 7 1944
FOR FILING

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

DR-WR 4

Salem, Oregon
February 4, 1944

SUBJECT:

To: Mr. C. B. McCullough,

Office.

Cross Referenced To
Adm
Insurance
Prop. Damage - State Owned

Dear Sir:

You will recall that I have been corresponding for some time with the Army in an effort to collect $61.92 for damage done to the traffic signal at Medford.

For your information I am enclosing a copy of the letter I received today from the Claims Judge Advocate. We seem now to be in line to get this claim paid.

Yours very truly,

J. M. DEVERS

JMD:PW
Enc.

p White

ARMY AIR FORCES
Headquarters, Spokane Air Service Command
Spokane, Washington

RLM/vmJA

1 February 1944

Oregon State Highway Commission,
Salem, Oregon.

ATTENTION: Mr. J. M. Devers, Chief Counsel

Gentlemen:

Reference is made to your claim for property damage arising out of an accident which occurred on 14 October 1942 at intersection of Highway 99 (N. Riverside) and Crater Lake Highway, just outside city limits of Medford, Oregon.

Your claim has been reconsidered and, as a result thereof, it has been approved in full in the amount of $61.92.

The claim has been transmitted to the Finance Officer, this Headquarters, for payment.

Very truly yours,

For the Commanding Officer:

ROBERT L. McREYNOLDS
Captain, J. A. G. D.,
Claims Judge Advocate.

RECEIVED
JAN 15 1944
FOR FILING

DA-HC 4

Salem, Oregon
January 13, 1944

Statement of Acceptance of Award re State's claim for damage to traffic pedestal.

Cross Referenced to
Adm
Insurance
State
Prop. Damage - Owned

Mr. J. M. Devers

Office

I am handing you, herewith, the original and three copies of a statement of acceptance of award required by the Army in connection with the payment of the State's claim of $61.92 for damage to highway traffic pedestal. These were signed by the Commission on January 12, 1944.

I am retaining one copy for the Commission's records and files and am returning the remainder to you for further handling.

Secretary

EW

RECEIVED
JAN 31 1944
FOR FILING
Adm
Insurance
Property Damage State Broad

32 1/11/44

Signed & returned 4 copies & Waiver 1/13

Claim against U. S. War Dept. in the amount of $61.92

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 20, 1943

SUBJECT:

To: Mr. H. B. Glaisyer,

Office.

Dear Sir:

I am attaching five copies of a statement of acceptance of award for the signature of the Commission.

This statement is required by the Army in connection with the payment of the State's claim of $61.92 for damage to highway traffic pedestal.

Yours very truly,

J. M. DEVERS

JMD:PW

Enc.

RECEIVED
NOV 1 1943
FOR FILING

October 29, 1943

Mr. J. M. Devers
Chief Counsel
O F F I C E

Dear Sir:

Reference is made to your letter of October 26, concerning our claim against the U. S. Army for repairs to a pedestal which was damaged by an Army truck.

You perhaps recall that this matter was first given consideration last August and at that time it was presented to you for consideration. In your letter of August 30, you returned our file on this matter and suggested that the State pay the Tyo-Mix Concrete Company for its work in making the necessary repairs and secure from them an itemized statement and return such statements to you and you would then file a claim with the Government.

We do not have the name of the soldier who drove the truck nor do we have information by which the vehicle could be identified. However, we do have the attached copies of letters from First Lieutenant R. M. Griffin, Post Claims Officer and Major James West of the Administrative Division. I believe you had these same letters in your file at one time and it is possible you returned them to us with your letter of August 31. You will please note that if we file the claim as suggested, the matter will be given consideration.

Very truly yours,

G. R. McCullough
Assistant State Highway Engineer

JM:js
Encl.

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 28, 1943

SUBJECT:

To: Mr. C. B. McCullough,

Office.

Dear Mr. McCullough:

I have your letter of the twenty-sixth advising that the claim of Tru-Mix Concrete Company covering repairs to the pedestal which was damaged by an Army truck has been paid.

Do our records show the name of the party who drove the Army truck and have we any information by which we can identify the vehicle so that I may present a bill to the Army?

Yours very truly,

J. M. DEVERS

JMD:PW

RECEIVED
OCT 28 1943
FOR FILING

Salem, Oregon
October 26, 1943

File No. 1

2511

#2029

Mr. J. H. Devers
Chief Counsel
OFFICE

Please Return to
Adm
Insurance
Property Damage - State
Final

Dear Sir:

Please refer to your letter of August 31, with reference to damage to a traffic pedestal on the Pacific Highway north of Medford, damage having been caused by an Army truck.

In accordance with your suggestion, payment has now been made to the Tru-Mix Concrete Company covering the repairs to this pedestal and we are handing you, herewith, two itemized receipted bills.

If there is any further data you need, please let us know.

Very truly yours,

O. B. McCullough
Ass't. State Highway Engineer

Encl.

E-30 25M 8-49

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 26, 1943

SUBJECT: Repairs to Traffic Pedestal

To:

Mr. C. B. McCullough
Assistant State Highway Engineer
O F F I C E

Dear Sir:

In accordance with your instructions of September 1st, we secured an itemized bill from the Tru-Mix Concrete Company covering repairs to a traffic pedestal at the intersection of the Pacific and Crater Lake Highways near Medford which was damaged by an army truck on November 4, 1942.

The bill was paid by revolving fund check and two copies of the receipted bill are attached, together with your file on this subject.

We wish to call to your attention the fact that the Accounting Division discovered an error in the original statement submitted August 13th, and as a result the attached bill is for $61.92 instead of $63.31.

Very truly yours,

E. A. Collier

E. A. Collier
Maintenance Engineer

RBS/gb

Encls. 3

COPY

Salem, Oregon
August 26, 1943

SUBJECT: Damage to traffic pedestal

Mr. C. B. McCullough
Ass't. State Highway Engineer
O F F I C E

Dear Sir:

We are returning, herewith, Record of Assignment, No. 2029, relative to the claim of the Tru-Mix Concrete Company, Medford, against the Army for damage to a traffic pedestal on the Pacific Highway just north of Medford which was destroyed by an Army truck on November 4, 1942.

This matter was originally assigned to Mr. H. G. Smith but was referred to this office by Mr. Low. Mr. Low advised that he could find no record to indicate that the bill had been submitted to or paid by this department. We wrote two letters to the Tru-Mix Concrete Company and have secured an itemized statement covering the cost of repairs, three copies of which are attached and a blue print showing the location of the pedestal that was damaged, which is also attached.

We were, however, unsuccessful in securing from the company the statement as to the extent of the damage.

Very truly yours,

E. A. Collier(Signed)
Maintenance Engineer

RBS/bm

Encls. 5

TRU-MIX CONCRETE CO.

GENERAL CONTRACTORS

348 McANDREWS ROAD
TELEPHONE 2910
MEDFORD, OREGON

READY MIXED CONCRETE
DELIVERED TO JOB

BETTER MATERIAL
AT LESS COST

August 13, 1943

Oregon State Highway Commission

Salem, Oregon

Repairs to traffic pedestal at junction of Highway #99 and Crater Lake Highway in the four leaf clover which was damaged by an Army truck on November 4, 1942:

Electric conduit and labor installing by electrician	10.74
Concrete for setting pedestal	12.75
Labor resetting pedestal	30.[illegible]
Profit 15%	9.50
	63.31

VOID

COPY

July 13, 1943

Claim for
Damages

R. M. Griffin
1st Lieut., A. G. D.
Post Claims Officer
Hdqtrs. of Camp White
Medford, Oregon

Dear Lt. Griffin:

Your letter regarding the Tru-Mix Company's claim in connection with the cost of repairing the damaged pedestal on Highway 99 just out of Medford, is being forwarded to our Salem, Office.

I have no authority to advise what action, if any, our Department will take in this case. You wil, no doubt, hear from Mr. Collier, Maintenance Engineer.

Very truly yours,

K. D. LYTLE
Division Engineer

cc: Collier, E. A.

RECEIVED
SEP 2 1943
FOR FILING

FA-WK.4

Salem, Oregon
September 1, 1943

Mr. E. A. Collier
Maintenance Engineer
DEPARTMENT

#2029

Cross Referenced to
Adm
Insurance
Prop. Damage - State Owned

Dear Sir:

I am returning, herewith, the file with reference to the claim of the State against the United States Army for damage to a traffic pedestal which occurred on the Pacific Highway north of Medford.

I wish you would please have payment made to the Tru-Mix Concrete Company covering the costs of these repairs and return the receipted bills to this office so that we can send them through proper channels to the Army for payment by them.

Very truly yours,

C. B. McCullough
Ass't. State Highway Engineer

JM:js
Encl.

RECEIVED
SEP 2 1943
FOR FILING

DH-WR 4

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 31, 1943

Subject:

To: Mr. C. B. McCullough,
Office.

NOTED
Asst. State Highway Engineer

L

Dear Mr. McCullough:

I am returning the file which you sent me concerning the claim which the State has against the Government for damage to a traffic pedestal on the Pacific Highway just north of Medford.

After reading the letters which constitute the file I recommend that the State pay the Tru-Mix Concrete Company for its work, taking a receipt for the payment, and, if the bill attached is not sufficiently itemized, that a complete itemized statement be secured, and then if those papers are given to me I will file claim with the Government.

Yours very truly,

J. M. DEVERS

JMD:PW
Enc.

RECEIVED
AUG 28 1943
FOR FILING

DP-WR 4

#2029

Salem, Oregon
August 27, 1943

Mr. J. H. Devers
Chief Counsel
DEPARTMENT

Dear Sir:

Please note the attached correspondence between this office, Mr. Collier's office and Headquarters Camp White, with reference to the damage to one of the traffic pedestals by an Army truck on the Pacific Highway North of Medford on November 4, 1942.

This pedestal was damaged during the construction of this particular section of highway and the Tru-Mix Concrete Company, the contractors, restored it and presented their bill to the Army which was not allowed. You will please note from the correspondence that it is suggested by the Army that the bill be presented by this Department.

The matter is being referred to you for further handling.

Very truly yours,

C. H. McCullough
Ass't. State Highway Engineer

JM:js
Encl.

RECORD OF ASSIGNMENT 2029

...orrespondence regar...ng claim against the Army in c...
...nection with the destruction of one of the pedestals at the
...wye by an Army truck on the night of Oct. 14, 1942.
N.V. 4

DATE: July 16, 1943 ASSIGNED TO: H. G. Smith

X(Investigation and report to this office.
(Reply direct with copy to this office
FOR (Return with drafted reply
(Comment or recommendation and return to this office
(Investigation and such action as is necessary
(

REPORT RECEIVED:

REMARKS:

...ION

...pedestal

Dear Sir:

We are returning herewith, Record of Assignment, No. 2029, relative to the claim of the Tru-Mix Concrete Company, Medford, against the Army for damage to a traffic pedestal on the Pacific Highway, just north of Medford which was destroyed by an Army truck on November 4, 1942.

This matter was originally assigned to Mr. H. G. Smith but was referred to this office by Mr. Low. Mr. Low advised that he could find no record to indicate that the bill had been submitted to or paid by this department. We wrote two letters to the Tru-Mix Concrete Company and have secured an itemized statement covering the cost of repairs, three copies of which are attached and a blue print showing the location of the pedestal that was damaged, which is also attached.

We were, however, unsuccessful in securing from the company the statement as to the extent of the damage.

Very truly yours,

E. A. Collier

E. A. Collier
Maintenance Engineer

RBS/bm

Encls. 5

FORM E-30 2EM 1-43

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 26, 1943

SUBJECT: Damage to traffic pedestal

To: Mr. C. B. McCullough
Ass't State Highwey Engineer
O F F I C E

Dear Sir:

We are returning herewith, Record of Assignment, No. 2029, relative to the claim of the Tru-Mix Concrete Company, Medford, against the Army for damage to a traffic pedestal on the Pacific Highway, just north of Medford which was destroyed by an Army truck on November 4, 1942.

This matter was originally assigned to Mr. H. G. Smith but was referred to this office by Mr. Low. Mr. Low advised that he could find no record to indicate that the bill had been submitted to or paid by this department. We wrote two letters to the Tru-Mix Concrete Company and have secured an itemized statement covering the cost of repairs, three copies of which are attached and a blue print showing the location of the pedestal that was damaged, which is also attached.

We were, however, unsuccessful in securing from the company the statement as to the extent of the damage.

Very truly yours,

E. A. Collier

E. A. Collier
Maintenance Engineer

RBS/bm

Encls. 5

ART

P. L. SOMERS

TRU-MIX CONCRETE CO.

GENERAL CONTRACTORS

248 McANDREWS ROAD
TELEPHONE 2910
MEDFORD, OREGON

READY MIXED CONCRETE
DELIVERED TO JOB

BETTER MATERIAL
AT LESS COST

August 13, 1943

Oregon State Highway Commission

Salem, Oregon

Repairs to traffic pedestal at junction of Highway #99 and Crater Lake Highway in the four leaf clover which was damaged by an Army truck on November 4, 1942:

Electric conduit and labor installing by electrician	10.74
Concrete for setting pedastal	12.75
Labor resetting pedastal	30.32
Profit 15%	9.50
	63.31

FILED
FOR FILING

Adm
Insurance
Prop. Damage - State Owned

#2029

Salem, Oregon
July 16, 1943

Mr. H. G. Smith
Construction Engineer
OFFICE

Dear Sir:

Please note the attached copies of letter from K. B. Lytle, Lieutenant R. M. Griffin and Major James West with reference to a claim against the Army in the amount of $63.31 in connection with the destruction of one of the pedestals at the Medford wye by an Army truck on the night of October 14, 1942.

I wish you would please secure an itemized statement of the cost of restalling this pedestal and return it to this office. Also advise if the contractors, the Tru-Mix Concrete Company were paid by the Department to cover the necessary repairs.

Very truly yours,

C. B. McCullough
Ass't. State Highway Engineer

MM:jw
Encl.

July 13, 1942

Claim for
Damages

R. M. Griffin
1st. Lieut., A. C. E.
Post Claims Officer
Hdq'rs. of Camp White
Medford, Oregon

Dear Lt. Griffin:

Your letter regarding the Tru-Mix Company's claim in connection with the cost of repairing the damaged pedestal on Highway 99, just out of Medford, is being forwarded to our Salem Office.

I have no authority to advise what action, if any, our Department will take in this case. You will, no doubt, hear from Mr. Collier, Maintenance Engineer.

Very truly yours,

K. D. LITTLE
Division Engineer

cc: Collier, E. A.

IN REPLY
REFER TO:

HEADQUARTERS CAMP WHITE
MEDFORD, OREGON

9 July, 1943

Oregon State Highway Commission
Roseburg, Oregon

Attention: Mr. K. D. Lytle, Division Engineer.

Gentlemen:

This office is in receipt of a Standard Form No. 28, "Claim for Damages", filed by the Tru-Mix Concrete Company of Medford, Oregon in the amount of $63.31. This claim covers cost of repairing a traffic pedestal on Highway 99, just out of Medford, Oregon, which was destroyed by a Government vehicle on November 4, 1942, when said vehicle skidded into the pedestal.

The entire file in this matter was forwarded to the Commanding General, Ninth Service Command, Fort Douglas, Utah, on June 25, 1943, and has just now been returned with information to the effect that the State of Oregon is the only one that can present a damage claim in an instance of this kind; further, that settlementshould be effected by the State of Oregon and the Tru-Mix Concrete Company, the State then to file its claim against the Government in a similar amount.

This matter has been pending for some considerable time, and in order to bring it to a close with the least practicable delay, it is desired that you advise whether or not you will assume the obligation of the Tru-Mix Concrete Company and make settlement with such claimant, and in turn file your claim with the Government for the amount indicated.

It is the opinion of this office that the claim of the Tru-Mix Concrete Company is entirely justified, but we are precluded from making settlement with them in view of the property being that of the State of Oregon.

Copy of first indorsement, Headquarters Ninth Service Command, Fort Douglas, Utah, dated 25 June, 1943 is hereto attached.

Very truly yours,

R. M. Griffin

R. M. GRIFFIN
1st Lieut., A.G.D.
Post Claims Officer

153 SPKIF White 1st Ind. JW/ema
(Tru-Mix Concrete Co.)

HQ NINTH SERVICE COMMAND, Fort Douglas, Utah. 25 June 1943.

TO: Commanding General, Camp White, Oregon.

1. Since the damage was done to the property of the State of Oregon, it is believed that it is the only one that can present a damage claim.

2. Since the sergeant was probably without authority to contract with claimant to repair state property, unless the State of Oregon will assume the obligation to him and present and prove its claim under AR 25-70, it is not believed any claim against the government should be forwarded.

3. Since the trip was unauthorized, it is not believed that a claim by the State of Oregon is allowable.

4. If further action on the claim is to be taken, attention is invited to paragraph 6c (1), AR 25-20, which requires an itemized receipt and a statement showing the extent of the damage-size and construction of the pedestal.

For the Commanding General:

JAMES WEST
Major, J.A.G.D.,
Assistant to Director,
Administrative Division.

1 Incl: n/c

(COPY)

FORM S-80 2000 7-42

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
Oct. 17, 1942

Adm
Insurance
Prop. Damage - State Owned

To: H. G. Smith
Construction Engineer

SUBJECT: Damaged Pedestal

NOTED
Asst. State Highway Engineer

Dear Sir:

I quote as follows from a letter just received from Tom Edwards:

"On the night of October 14, one of the pedestals constructed for sign posts at the Medford Wye was demolished by an Army truck connected with the Unit at the Medford Airport.

"I have advised the contractor, the Tru Mix Concrete Company, to construct a new base, and have advised Sergeant Dawes, who is in command of the Radio Unit at the Airport, that we would bill them for the cost of repair."

As soon as the cost of repairs has been ascertained, we will advise and our Legal Department can then render a bill.

Very truly yours,

See H. G. Smith.

Filed

K. D. LYTLE
Division Engineer

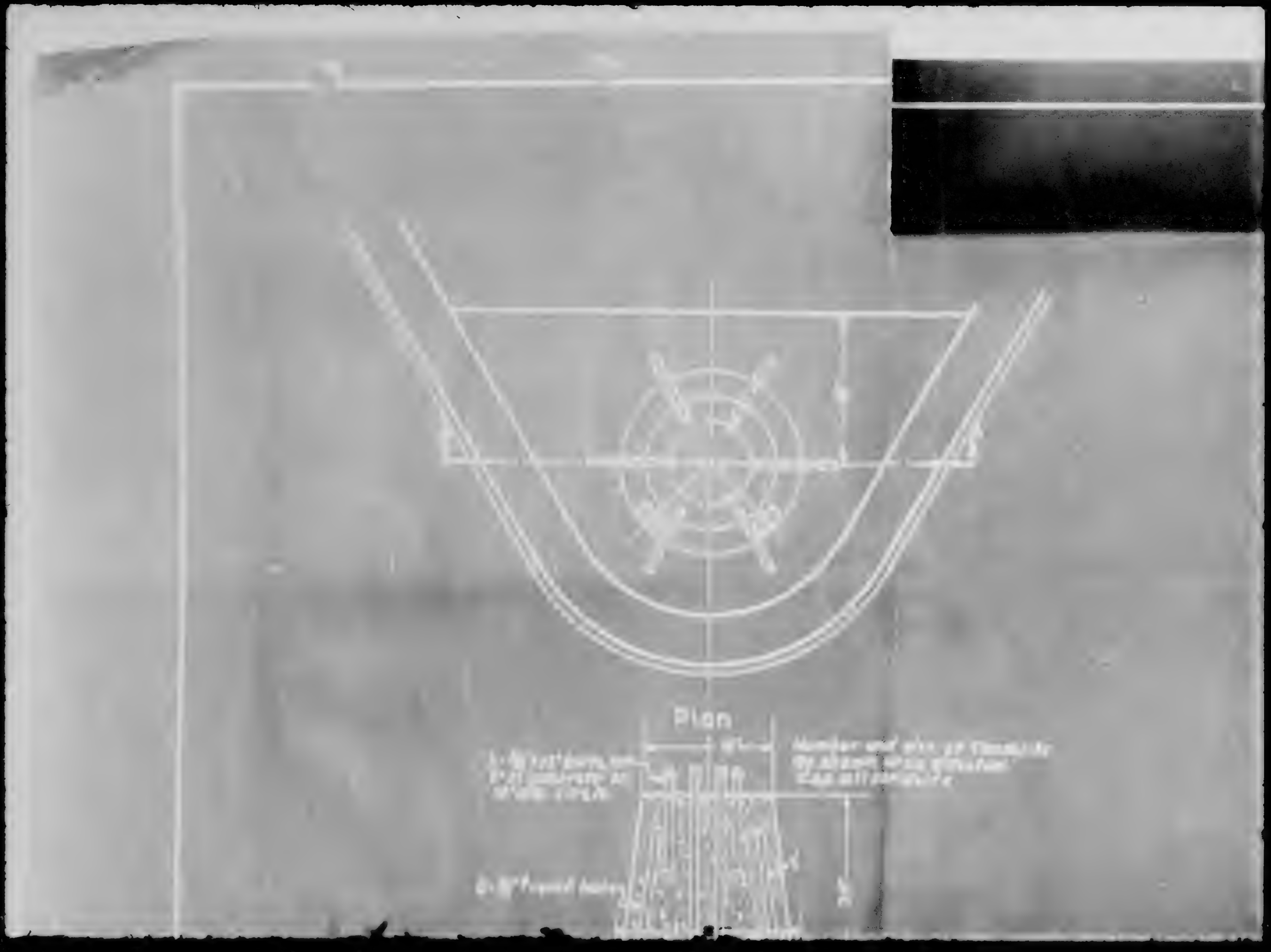
KDL:G

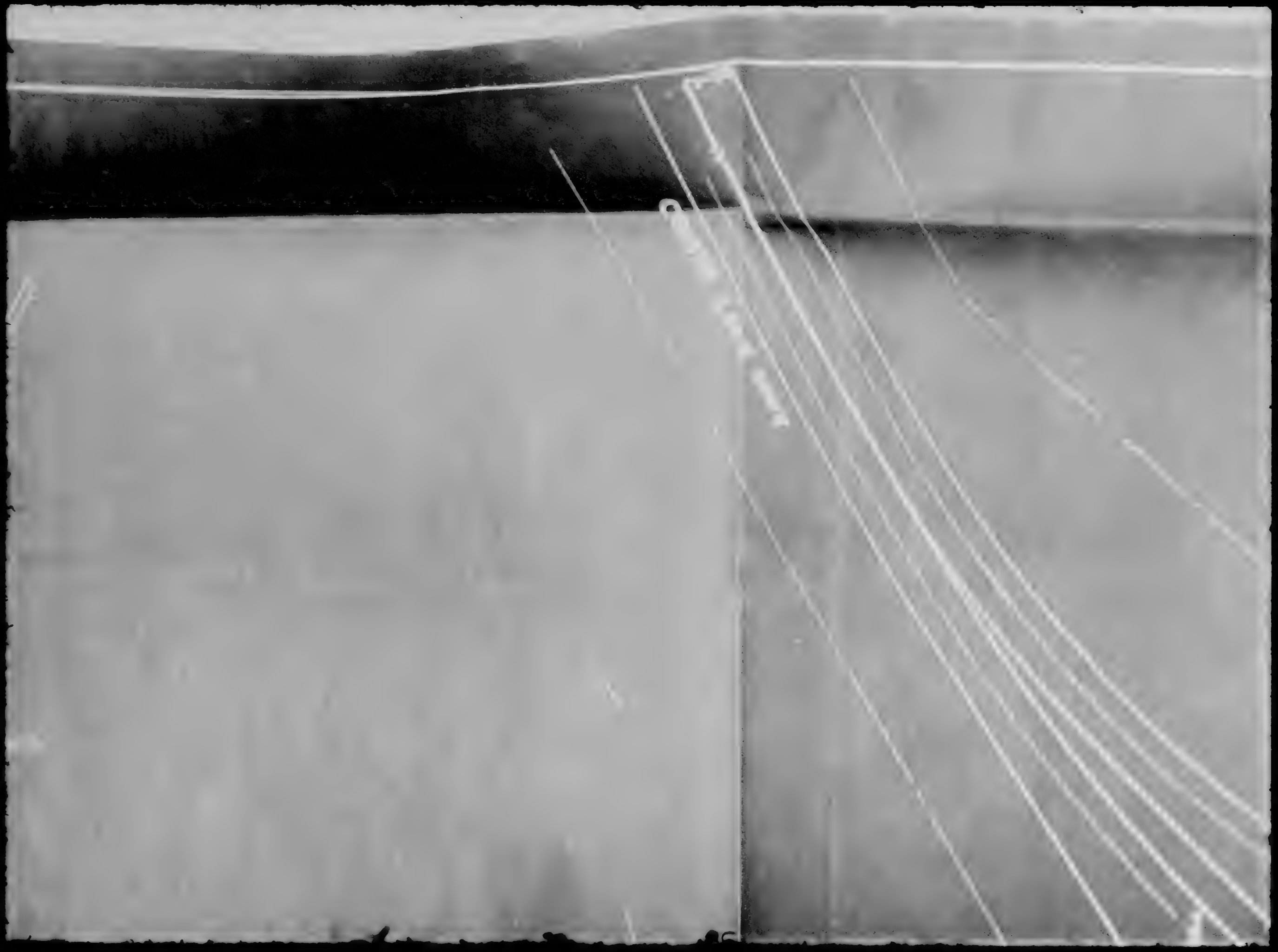
cc: Edwards

RECEIVED
OCT 19 1942
OFFICE OF
STATE HIGHWAY ENGINEER

REFERRED TO
McCullough
By Chief Engineer

I do not believe we can collect.


Plan



CURB MARKERS

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CURB MARKERS

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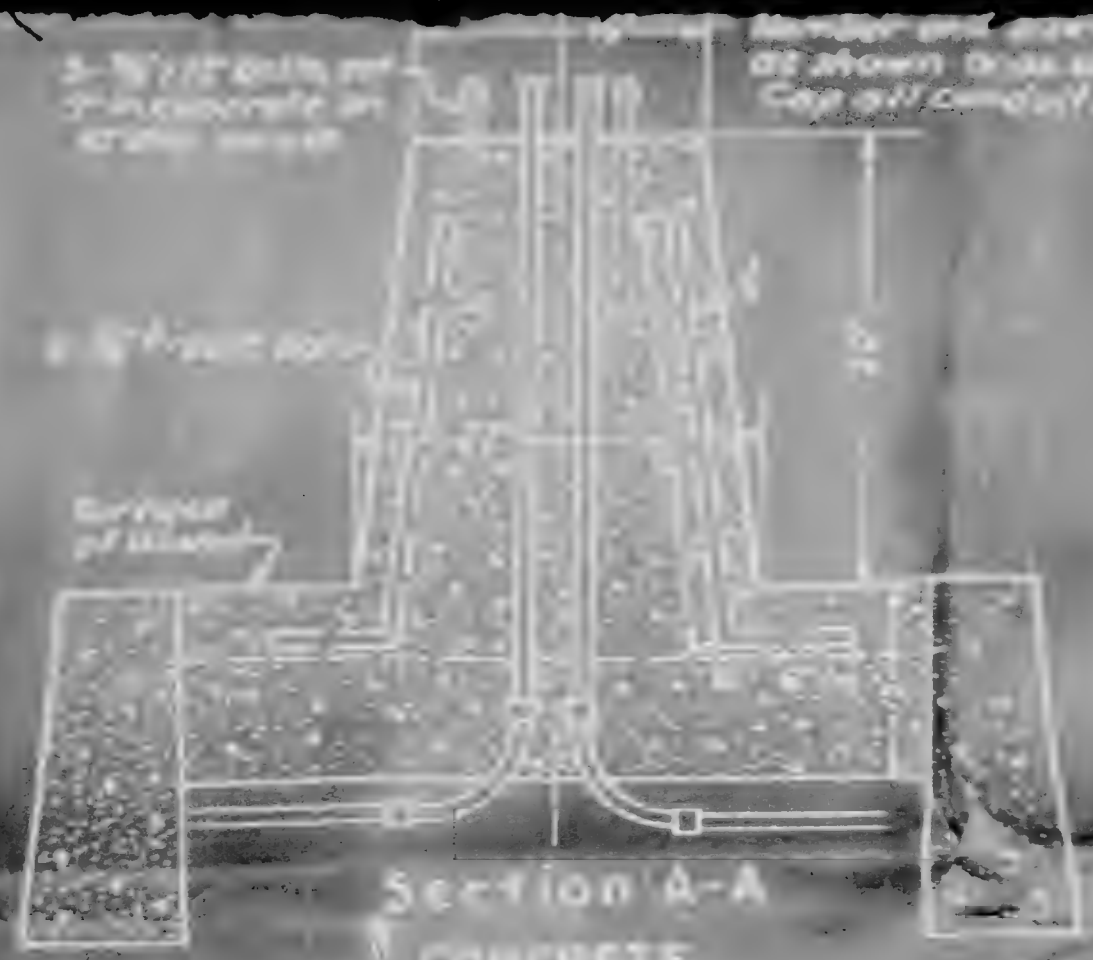
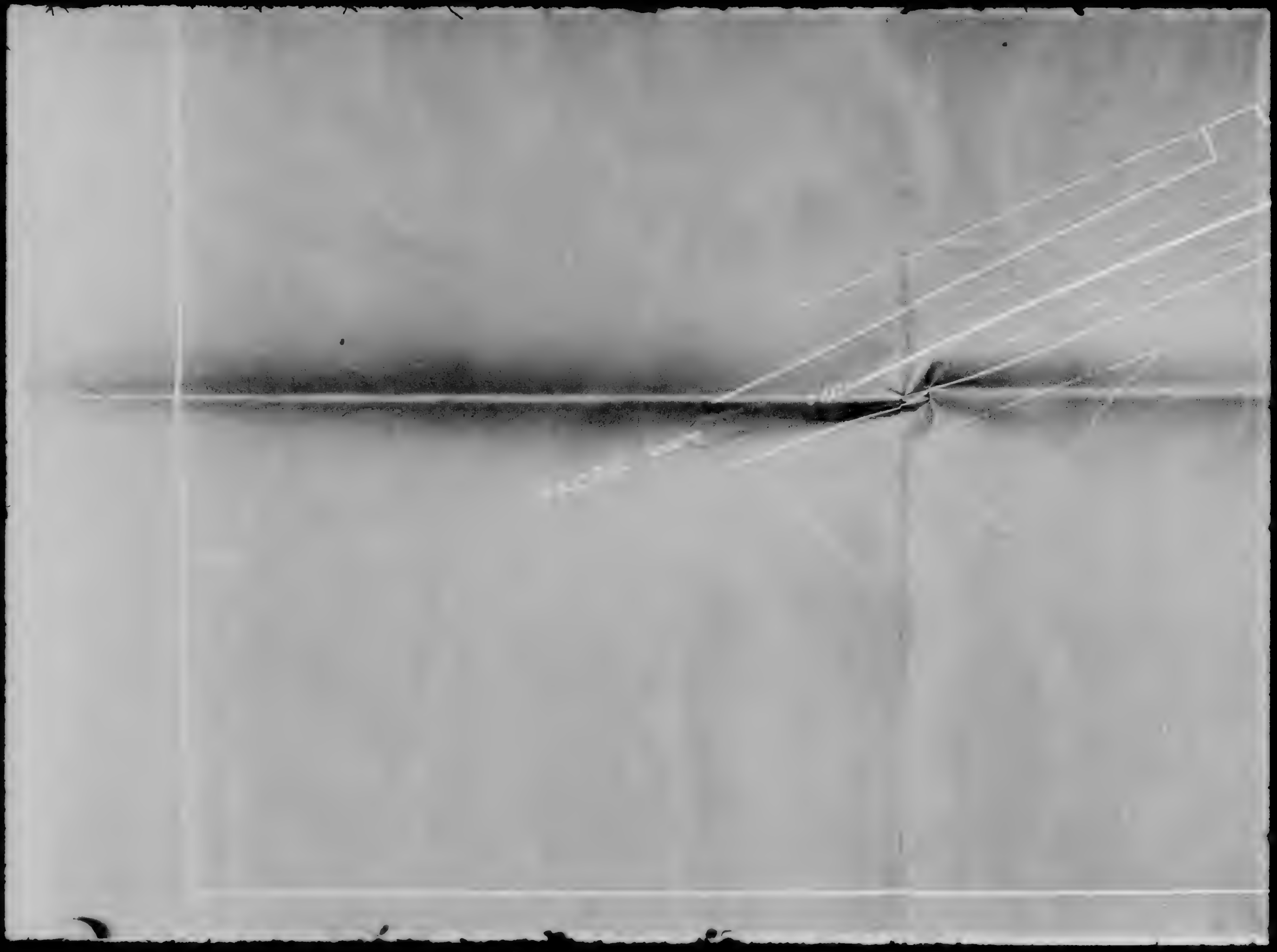


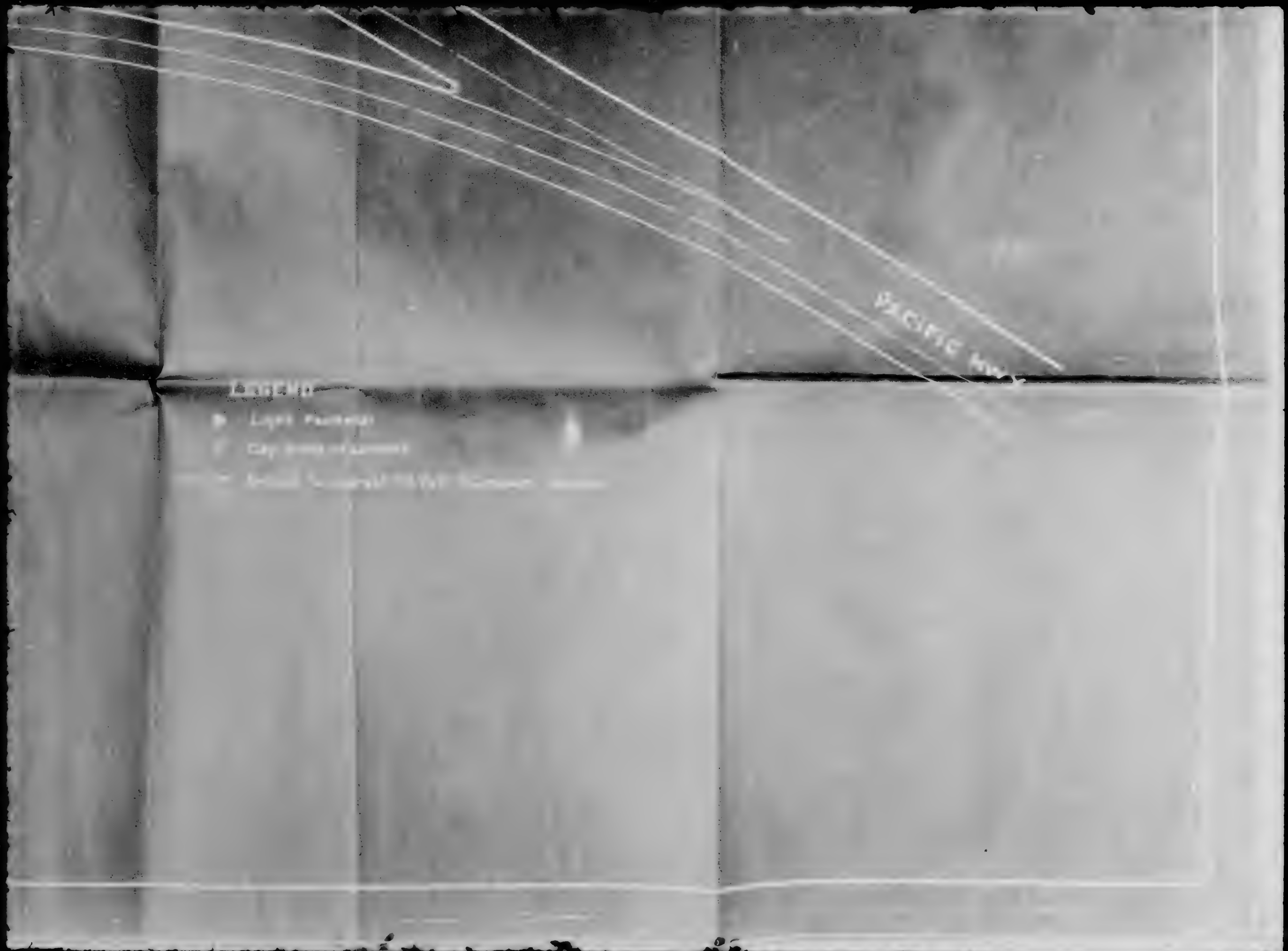
Section A-A

CONCRETE
LIGHT PEDESTAL

PACIFIC HWY.

PACIFIC HWY.
LEGEND




PACIFIC

RECEIVED
OCT 16 1943
FOR FILING

DA-NR 4
OREGON SERVICE OFFICE

GENERAL INSURANCE COMPANY OF AMERICA
FIRST NATIONAL INSURANCE CO. OF AMERICA
GENERAL CASUALTY COMPANY OF AMERICA

October 15, 1943

General Casualty Company of America
Board of Trade Building
Portland, Oregon

Attention: Elwyn A. Wride

Gentlemen:

Replying to your letter of October 13, 1943, wish to advise that the Tru-Mix Concrete Company's contract No. 577 for work on the South Unit, Antelope Creek-Medford Section of the Crater Lake and Pacific Highways, in Jackson County was completed on June 15, 1943, and accepted by the Highway Commission on August 23, 1943. The total amount paid to the contractor was $20,110.77, of which amount $41.45 represented force account work. This information was given you in my letter of August 31, 1943, copy of which is attached, also attached is a copy of your letter of acknowledgment.

I am pleased to respond to your request.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

EB

H. K. DENT
PRESIDENT

OREGON SERVICE OFFICE
601 BOARD OF TRADE BUILDING

GENERAL INSURANCE COMPANY OF AMERICA
FIRST NATIONAL INSURANCE CO. OF AMERICA
GENERAL CASUALTY COMPANY OF AMERICA
HOME OFFICES - SEATTLE, WASHINGTON

PORTLAND, OREGON

October 13, 1943

State Highway Commission
State of Oregon
Salem, Oregon

ATTENTION: Mr. H. B. Glaisyer

Gentlemen:

On May 21, 1942, we executed bond 32301 for the Tru-Mix Concrete Company of Medford, Oregon covering State Highway Contract 2571 for the work on the Section B, Crater Lake Pacific Highway. It is very likely that this work has been completed by this time, in which case we can be relieved of liability under our bond and would therefore appreciate your advices as to whether or not such is the case.

In the event work has been completed, will you be kind enough to advise us the date same was completed and total amount paid to the contractor.

Thanking you for your advices.

Very truly yours,

GENERAL CASUALTY COMPANY OF AMERICA

By Elwyn M. Wride
ELWYN A. WRIDE

hh

Miss Nutt
Please inform us for reply
WBS

RECEIVED
OCT 14 1943
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
SEP 1 1943
FOR FILING

DA-WR 4

August 31, 1943

General Casualty Co. of America
C. H. Cleaver, Agent
Board of Trade Building
Portland, Oregon

Gentlemen:

You are hereby notified that state highway contract No. 2571 for work on the South Unit, Antelope Creek-Medford Section of the Crater Lake and Pacific Highways, in Jackson County, has been completed by the contractor, Tru-Mix Concrete Company, and that final payment in the amount of $3,281.47 will be made on or after September 9, 1943.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues, or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

For your information we wish to advise that the total contract amount is $20,110.77 of which amount $41.65 represents the amount of force account items. This contract was completed on June 15, 1943 and accepted by the Commission on August 23, 1943.

This notice is served upon you since you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

EB

RECEIVED
AUG 30 1943
FOR FILING

In-WK 4

August 24, 1943

Tru-Mix Concrete Company
248 McAndrews Rd.
Medford, Oregon

Gentlemen:

The State Highway Commission, at its meeting on August 23, 1943, granted you the extension of time requested from August 15, 1942 to June 15, 1943, without penalty, in connection with contract No. 2274 for construction of bridges and culverts on the Antelope Creek-Medford Section of the Crater Lake Highway, in Jackson County.

Very truly yours,
STATE HIGHWAY COMMISSION

By
Secretary

RW

cc - Mr. K. D. Lyttle
Division Engineer

RECEIVED
NOV 24 1942
FOR FILING

DA-WR 4

November 24, 1942

Shell Oil Company
1220 S. W. Morrison
Portland, Oregon

Attention: Frank J. Earner, Division Credit Manager

Gentlemen:

In reply to your inquiry of November 23, 1942, I wish to advise that Tramix Concrete Company's contract No. 2571 is approximately 65 per cent complete. The contractor has been paid the sum of $13,152.35.

Very truly yours,

AM

Secretary

RECEIVED
OCT 1 '42
FOR FILING

DA-WR 4

E-571

September 28, 1942

Lt. Colonel J. G. Lee, C. E.
Area Division, Ninth Service Command
Room 656, 19 East South Temple
Salt Lake City, Utah

Dear Colonel Lee:

The Portland office of the War Production Board advised us today that the treated Douglas fir lumber for the bridge over Bear Creek on the access road to Camp White at Medford, Oregon, had been released. They also advised that their Washington office was advising the Roseau Lumber Company, producers of this lumber, by telephone of this fact and that the formal release on Form PD-4J would follow by mail.

We have been attempting to secure this release through every channel that was open to us, and we are not sure as to just which of these channels has proven the most effective. On our own initiative, we applied directly to the War Production Board in Washington, D. C., and indirectly through the Public Roads Administration. The Area Engineer at Camp White has also taken the matter up with the local office of the War Production Board in Portland, and we have, of course, used the letter which you recently sent us in our direct dealings with the local office of the War Production Board. During this time, the Roseau Lumber Company which is producing the lumber has been in contact with the Washington representative of the lumber association, and he has been pushing the matter before the Washington office of the War Production Board.

The release of this lumber would seem to clear the last obstacle to the completion of this project.

I wish to thank you particularly for your interest in the matter and the help which you have given us.

Very truly yours,

R. E. Baldock
Chief Engineer

REB CH
cc E. S. Person

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 22, 1942

LH-WR 4

Subject:

Office Referred To
Adm
US Govt
War Dept.

To: Mr. R. H. Baldock
Chief Engineer
O f f i c e

Dear Sir:

I am returning a letter from Colonel Low concerning the release of timber for the Camp White Access Road. Mr. Clymer took this letter to the War Production Board's headquarters in Portland. They pointed out that Conservation Order M-208 was very specific in its coverage of materials for highways and that they had no authority to waive the requirements of the order and questioned Dr. Adams' authority. They suggested that we ask for a release from the Washington headquarters, which we have already done.

Very truly yours,

G. S. Paxson
Bridge Engineer

GSP CM
Attached

NOTED
State Highway Engineer

September 14, 1942

Mr. R. H. Baldock
Chief Engineer
Oregon State Highway Commission
Salem, Oregon

Dear Mr. Baldock:

Your telegram of September 14, regarding timber for the Camp White Access road, has been discussed with a representative of the local office of the W.P.B. The W.P.B's interpretation of order M-208 is that it refers to lumber as lumber and not to lumber as bridge timber.

The local office of the W.P.B. suggests that you contact the Portland Office of the W.P.B. and explain the situation, and believes that the timber will be released to you.

Dr. Adams, the Salt Lake Assistant Director of W.P.B., suggests that if the Portland W.P.B. does not see the order in the same light that he does, they can consult him directly by telephone.

Also, if this does not work, Dr. Adams suggests that you wire the Director of Operations, W.P.B., Washington, for a release on Form P.D. 423. This method will require a longer time than the first method suggested so, undoubtedly, you will use the telephone.

I will await the result with interest, so please keep me advised.

Sincerely,

John C. Low

JOHN C. LOW
Lieut. Colonel, Corps of Engineers

Charge to the account of _____ $ File

CLASS OF SERVICE DESIRED			
DOMESTIC		CABLE	
TELEGRAM		ORDINARY	
DAY LETTER		URGENT RATE	
SERIAL		DEFERRED	
OVERNIGHT TELEGRAM		NIGHT LETTER	
SPECIAL SERVICE		SHIP RADIOGRAM	

Patrons should check class of service desired; otherwise the message will be transmitted as a telegram or ordinary cablegram.

WESTERN UNION

1217-B

A. N. WILLIAMS, PRESIDENT
NEWCOMB CARLTON, CHAIRMAN OF THE BOARD
J. C. WILLEVER, FIRST VICE-PRESIDENT

CHECK
ACCOUNTING INFORMATION
TIME FILED

Send the following telegram, subject to the terms on back hereof, which are hereby agreed to

WANT A REPLY?
"Answer by WESTERN UNION" or similar phrases may be included without charge.

SALEM ORE SEPT 14 1942

LT. COL. F. G. LOW, C.E.
REGU DIVISION, NINTH SERVICE COMMAND
ROOM 656, 19 WEST SOUTH TEMPLE, SALT LAKE CITY, UTAH

WE HAVE CONTRACTED BRIDGES ON ACCESS ROAD TO CAMP WHITE REQUIRING APPROXIMATELY 90 M-FBM TREATED STRUCTURAL GRADE DOUGLAS FIR LUMBER PART OF WHICH HAS BEEN FABRICATED AND TREATED AND IS IN PRODUCERS YARD. THIS PROJECT HAS P-19-e SERIAL NO. 10569-E, TRU-MIX CONCRETE COMPANY, MEDFORD, OREGON, CONTRACTOR, WAINA LUMBER COMPANY, WAINA, OREGON, PRODUCER. LUMBER NEEDED IMMEDIATELY AND DELIVERY HELD UP BY CONSERVATION ORDER M-208. ANY HELP WHICH YOU CAN GIVE IN OBTAINING RELEASE ON FORM PD-423 WILL EXPEDITE COMPLETION OF ACCESS ROAD.

R.H.BALDOCK

RECEIVED
SEP 21 1942
FOR FILING

DA-WR 4

September 21, 1942

Shell Oil Company
1220 S. W. Morrison St.
Portland, Oregon

Attention: Frank J. Hurner

Gentlemen:

In reply to your inquiry of September 18, 1942, we advise that the Tru-Mix Concrete Company's contract, No. 2571, is approximately 33 per cent complete, and that the company has been paid the sum of $5,589.00.

Very truly yours,

JM

Secretary

OREGON STATE HIGHWAY COMMISSION

CLASS OF SERVICE DESIRED			
DOMESTIC		CABLE	
TELEGRAM		ORDINARY	
DAY LETTER		URGENT RATE	
SERIAL		DEFERRED	
OVERNIGHT TELEGRAM		NIGHT LETTER	
SPECIAL SERVICE		SHIP RADIOGRAM	

Persons should check class of service desired; otherwise the message will be transmitted as a telegram or ordinary cablegram.

COPY OF WESTERN UNION TELEGRAM

SALEM, OREGON
SEPTEMBER 6, 1942

PUBLIC ROADS ADMINISTRATION
316 NEW POST OFFICE BUILDING
PORTLAND, OREGON

CONTRACT FOR BRIDGES ON SOUTH UNIT OF THE ANTELOPE CREEK-MEDFORD SECTION, DA-OR 4, INCLUDES THE BEAR CREEK BRIDGE, REQUIRING APPROXIMATELY 90 M-FBM TREATED DOUGLAS FIR STRUCTURAL GRADE LUMBER. REQUEST THAT WAR CERTAIN RELEASE ON PD-423. SIZES RANGE FROM 2 INCHES BY 6 INCHES TO 8 INCHES BY 20 INCHES. PROJECT HAS P-20-A, SERIAL NO. 1096-2. TEN-MIX CONCRETE COMPANY, MEDFORD, OREGON, CONTRACTOR. WAINA LUMBER COMPANY, WAINA, OREGON, PRODUCER. THIS IS TREATED LUMBER, PART OF WHICH HAS BEEN FABRICATED AND TREATED AND IS IN PRODUCER'S YARD. LUMBER NEEDED IMMEDIATELY, WITH COMPLETION OF DELIVERY IN 30 DAYS. BRIDGE IS PART OF ACCESS ROAD TO CAMP WHITE.

R. H. BALDOCK, CHIEF ENGINEER
OREGON STATE HIGHWAY DEPARTMENT

GHP
CC CONSTRUCTION
C. S. PARSONS
AUDITOR
FILES

RECEIVED
MAY 2 1942
FOR FILING

DA-MR 4

May 1, 1942

Tyn-Mix Concrete Company
248 McAndrews Road
Medford, Oregon

Gentlemen:

By express we are forwarding to you a fully executed copy of contract No. 2571 awarded to you on April 3, 1942, for the construction of bridges and culverts on the Antelope Creek-Medford Section of the Crater Lake and Pacific Highways, in Jackson County.

This copy is for your records and files.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

MM

NOTED
D. G. DeSart

RECEIVED
MAY 2 1942
FOR FILING

DA-WR 4

May 1, 1942

General Casualty Company of American
C. H. Cleaver, Agent
Board of Trade Building
Portland, Oregon

Gentlemen:

We are sending to you today by express a fully executed copy of contract No. 2571 which was awarded to the Tru-Mix Concrete Company on April 3, 1942, for the construction of bridges and culverts on the Antelope Creek-Medford Section of the Crater Lake and Pacific Highways, in Jackson County.

This copy is being sent to you since you appear as surety on the bond and is for your records and files.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

MM

NOTED
D. G. DeSart

RECEIVED
APR 7 1942
FOR FILING

LA-WR 4

April 6, 1942

Tru-Mix Concrete Company
248 McAndrews Road
Medford, Oregon

Gentlemen:

We are sending you today by express four copies of contract No. 2571, which was awarded to you by the State Highway Commission on April 3, 1942, covering structures on the South Unit, Antelope Creek-Medford Section of the Crater Lake and Pacific Highways, in Jackson County.

Kindly execute all four copies of this contract as to agreement and bond, and return them to this office for approval by the State Highway Commission. When this has been done a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the paragraph under Section 7, page 13, of the printed general provisions, relating to the Workmen's Compensation Act. You are expected to accept the terms of this act and to carry on your work under this contract in strict conformance thereto.

Your attention is also called to the paragraph on the same page, relating to payment by the contractor of amounts due hospital associations, et cetera.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

MS

/

DA-WR 4

April 3, 1942

Tru-Mix Concrete Company
248 Holmstrom Road
Medford, Oregon

Gentlemen:

Confirming my telegram to you of this date, the State Highway Commission has today awarded to you the contract for structures on the South Unit, Antelope Creek-Medford Section of the Crater Lake and Pacific Highways, in Jackson County. This award was based on your low bid of $19,930.00, submitted on April 2, 1942.

Contract forms will be sent to you for consideration within the next few days.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

RS

cc - S. H. Probert
G. S. Paulsen

for completion

CLASS OF SERVICE DESIRED			
DOMESTIC		CABLE	
TELEGRAM		ORDINARY	
DAY LETTER		URGENT RATE	
SERIAL		DEFERRED	
OVERNIGHT TELEGRAM		NIGHT LETTER	
SPECIAL SERVICE		SHIP RADIOGRAM	

Persons should check class of service desired: otherwise the message will be transmitted as a telegram or ordinary cablegram.

COPY OF WESTERN UNION TELEGRAM

SALEM OREGON APRIL 3 1942

TRU-MIX CONCRETE COMPANY
248 McANDREWS ROAD
MEDFORD OREGON

STATE HIGHWAY COMMISSION AWARDED YOU TODAY CONTRACT FOR CONSTRUCTION OF STRUCTURES ON SOUTH UNIT, ANTELOPE CREEK-MEDFORD SECTION OF CRATER LAKE AND PACIFIC HIGHWAYS, JACKSON COUNTY, BASED ON YOUR LOW BID SUBMITTED APRIL 2 1942.

CONTRACT FORMS FOLLOW SHORTLY

R B GLAISYER, SECRETARY
STATE HIGHWAY COMMISSION

file

SN-FAP 138-A-2 Grave Cr.-Jumpoff Joe Cr. Sec., Pacific Hwy. 1942

#2572

RECEIVED
JUN 30 1944
FOR FILING

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

June 29, 1944

B8-A-2

SUBJECT: Request for release of warrants on final estimates.

To:
Mr. H. B. Glaisyer
O-f-f-i-c-e

	Vou. #	Cont. #	Est. #	Name	Am't.	Wt. #	Note
1.	6847	2572	# 17-final	McNutt Bros.	10,061.92	257915	O.K. V.A.
2.							
3.							
4.							
5.							
6.							
7.							
8.							
9.							
10.							
11.							
12.							

Mr. H, B. G.:
We have your acceptance advice on this.
sew

ACCOUNTING DIVISION

By _____
Bookkeeping Dept.

Noted
V. A.

Approved _____
Secretary

RECEIVED
FORM S-20 REV. 8-43

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

RECEIVED
JUN 13 1944
CITY ENGINEER

138-A-2

Roseburg, Oregon
June 12, 1944

SUBJECT: 17-1106

To:

H. G. Smith
Construction Engineer

Dear Sir:

In checking with McNutt Brothers I find that their crushing equipment is still stored on the Moser Gravel Bar but I have Mr. Jack McNutt's assurance that it will be moved at any time we desire.

At present we are not using the bar and I see no reason why we should require McNutt to move this heavy equipment until we want to use the site. I, therefore, recommend that the final estimate on the Grave Creek-Jump Off Joe Creek job, contract 2572, be paid in full at this time.

Very truly yours,

K. D. LYTLE
Division Engineer

cc: McNutt Bros.

Glaisyer

Noted
H. G.

NOTED
H. B. GLAISYER

RECEIVED
JUN 13 1944
FOR FILING

138-A-2

June 12, 1944

General Casualty Co. of America
Eugene Insurance Agency
Miner Building
Eugene, Oregon

Gentlemen:

You are hereby notified that state Highway contract No. 2572 for work on the Grave Creek-Jumpoff Joe Creek Section of the Pacific Highway, in Josephine County, has been completed by the contractor, McNutt Brothers, and that final payment in the amount of $10,061.92 will be made on or after June 22, 1944.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues, or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

For your information we wish to advise that the total contract amount is $153,295.54 of which amount $254.05 represents the amount of force account items. This contract was completed on October 11, 1943 and accepted by the Commission on February 17, 1943.

This notice is served upon you since you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By
Secretary

VH

RECEIVED
APR 6 1944

138-A-2

April 5, 1944

General Casualty Co. of America
Eugene Insurance Agency
Miner Building
Eugene, Oregon

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to McNutt Brothers, Eugene, Oregon, on contract No. 2572, covering 6.01 miles surface and bituminous macadam in the Grave Creek-Jumpoff Joe Creek Section on the Pacific Highway in Josephine County. This payment, in the amount of $6,679.60, will be made on or after April 15, 1944. The retained percentage is $4,429.91.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues, or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

Kindly acknowledge receipt of this letter.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

VH

138-A-2

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

RECEIVED
JAN 17 1944
FOR FILING

January 14, 1944

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Final inspection of Oregon SN-FAP 138-A(2), Grave Creek-Jumpoff Joe Creek Section of the Pacific Highway, was made by a representative of this office on October 20, 1943.

Prompt submission of the final voucher will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield

L. J. Caufield
Sr. Highway Engineer

RECEIVED
JAN 15 1944
OREGON
STATE HIGHWAY COMMISSION

From

RECEIVED
NOV 13 1943
FOR FILING

136-14-2

November 12, 1943

McNutt Brothers
351½ E. Broadway
Eugene, Oregon

Gentlemen:

The State Highway Commission, at its meeting on November 8, 1943, granted you the extension of time requested from September 30, 1942, to October 11, 1943, without penalty, in connection with contract No. 2572 for the Grave Creek-Jump Off Joe Creek Section of the Pacific Highway.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

EO

cc - K. D. Lytle

NOTED
RUTH SMITH

RECEIVED
NOV 6 1943
FOR FILING

Coby

#12572

Ex. File

1-1-A-2

October 27, 1943

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to your letter of October 25, 1943 requesting concurrence in an extension of time to McNutt Bros., contractors on Oregon SN-PAP 138-A(2), Grave Creek-Jump Off Joe Creek Section of the Pacific Highway, from September 30, 1942 to October 11, 1943.

Due to the reasons given in your letter, we will recommend for approval the extension requested, without penalty.

Very truly yours,

W. H. LYNCH
District Engineer

By
L. J. Caufield
Senior Highway Engineer

RECEIVED
OCT 28 1943
FOR FILING

138-A-2

October 25th, 1943

Mr. W. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland 8, Oregon

Dear Sir:

Will you kindly concur in an extension of time to Ballock Bros. on their Contract No. 2772, BR-FSF 135-A (2), Curve Creek-Jump Off Joe Creek Section of the Pacific Highway from September 20th, 1943 to October 11th, 1943.

This delay was occasioned by the inability of the contractors to secure truck drivers, mechanics and laborers to properly man the job. There was also a 3-months' delay in the award of the contract due to right of way difficulties.

This extension is recommended without penalty.

Very truly yours,

R. H. Baldock
State Highway Engineer

E

cc bel H. G. Smith

Form E-1—SM—4-43

138-A-2

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending October 16th., 1943, 19

Section Grave Creek - Jumpoff Joe Creek

Kind of work 6.01 Mi. Surfacing & Bit. Mac.

Highway Pacific

Section prefix 17 - 1106

Contractor McNutt Brothers

Contract number 2572

Date of contract April 14th., 1942, 19

Date of completion September 30th., 1942, 19

Date work started June 16th., 1942, 19

Estimated date of completion October 11th., 1943, 19

Amount of contract . . . . . $ 147,818.00

Per cent of time elapsed 325%

Estimated cost of completed project, exclusive of engineering . . . . . $ 153,730.72

Per cent of contract completed, based on total contract price 100%

Engineering cost to date, $ 7,558.00, 5.10% %

Date project was completed Oct. 11th., 1943, 19

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Contractor completed cleaning up barracades and miscellaneous work

Monday, October 11th.

RECEIVED
OCT 13 1943

NOTED
E. M. BOOTH

Signed H. E. Roberts

Address P. O. Box 306, Grants Pass, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project		6.01		6.01	
Miles partially completed		xxxx		xxxx	
Miles completed		6.01		6.01	
Total estimated quantities	7,200	35,800	3,400	12,100 Cu. Yds. 826 Tons	
Estimated quantities moved or placed to date	7,200	35,800	3,400	12,100 Cu. Yds. 826 Tons	
Average daily quantities	xxxx	None	xxxx	xxxx	
Average daily quantities necessary to complete project on time	xxxx	xxxx	xxxx	xxxx	
Number shifts per day		1			
Hours per shift		8			
Average force on project for week		4			

Percentages of men employed on contract to be secured from:

..... County, ...%; ..... County, ...%; ..... County, ...%; ..... County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ....., Power graders ....., Rollers ....., Mixers ....., Crushing or screening plants.....

Compressors ....., Bulldozers ....., Sheep-foot rollers ....., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Showers		
Monday	Fair		
Tuesday	Fair		
Wednesday	Fair		
Thursday	Fair		
Friday	Cloudy		
Saturday	Cloudy		

STATE PRINTING DEPT.

RECEIVED
APR 12 1943
FOR FILING

138-A-2

April 7, 1943.

Mr. W. H. Lynch,
District Engineer,
Public Roads Administration,
P. O. Box 3900,
Portland, Ore.

Dear Sir:

Please find enclosed four copies of Form B-1, Application for Certificate of Necessity of use of Bituminous Road Material required on the Grave Creek-Jump Off Joe Creek Section of the Pacific Highway, Project Oregon 2H-PAF-138-A(2), in Josephine County.

Yours very truly,

R. H. BALDOCK,
CHIEF ENGINEER.

RECEIVED
NOV 2 1942
FOR FILING

138-A-2

Oct. 27, 1942.

Mr. W. E. Lynch,
District Engineer,
Public Roads Administration,
P. O. Box 3900,
Portland, Ore.

Dear Sir:

We are enclosing a PD-1A application for a preference rating required to purchase welding rod to be used by McNutt Bros. on the Grave Creek-Jump Off Joe Creek project.

Yours very truly,

R. H. BALDOCK,
CHIEF ENGINEER.

RECEIVED

Stencil No. 124

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

138-A-2

September 8, 1942

POST OFFICE BUILDING
PORTLAND, OREGON

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Oregon SN-FAP 138-A (2)
Grave Creek-Jumpoff Joe Creek
Pacific Highway

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the _____ project agreement and certificate for the above-numbered project.

Very truly yours,

W. H. LYNCH
District Engineer

By L. Caufield

L. J. Caufield
Sr. Highway Engineer

Encl.

RECEIVED
SEP 9 1942
STATE HIG...

Wayne-15625

Form P. R. 2

State Oregon

Federal Aid Project No. [redacted]

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 15th day of July, 1942

by and between The Oregon State Highway Commission

, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Federal Works Administrator, hereinafter called the Administrator, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 1st day of November, 1927, a project statement, which was approved on the 7th day of January, 1928, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated for the administration of the Federal Highway Act, has furnished surveys, plans, specifications, and estimates for Section A(2) of said project which were recommended for approval by the District Engineer of the Public Roads Administration on the 14th day of March 19[redacted]; and

Whereas the Administrator has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of one hundred eight thousand, four hundred fifty and 00/100

dollars ($ 108,450.00) as the share of the United States payable under said act on account of Section A(2) of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Administrator do hereby mutually agree as follows:

16—11870

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(*a*) By the State Chap. 175, Laws 1917; Chap. 31, Laws 1939; Chap. 389, Laws 1939
(Include date and citation of act of legislature by which authorized)

(*b*) From other sources

(State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between survey station 1|46+00 in the NE¼ of Sec. 11, T. 34 S. - R. 6 W., W.M. and survey station 767+96.2 in the SE¼ of Sec. 35, T. 34 S. - R. 6 W., W.M.,

, length 4.976 miles, in Josephine County, being Section A(2) of Oregon Federal Aid project No. SN-PAP 130 consisting of 4.976 miles of roadway and no bridges, of more than 20 feet clear span, a of mile in length

16—11379

RECEIVED AUG 20 1942 REGIONAL HEADQUARTERS
RECEIVED JUL 13 1942 DISTRICT 1
RECEIVED SEP 4 1942 DISTRICT 1
RECEIVED JUL 31 1942

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Administrator or his agents, and in accordance with the laws of said State, the rules and regulations of the Administrator, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Administrator or his authorized representatives. Such construction work as may be performed by force account shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Administrator, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

16—11879

This project is located on the strategic network of highways and is subject to certain provisions of the Defense Highway Act of 1941, approved November 19, 1941 (Pub. Law No. 295 - 77th Cong.)

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section A(1) of said project shall not in any event exceed the sum of one hundred eight thousand, four hundred fifty and 00/100 dollars ($ 108,450.00), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of one hundred thirty-three thousand, eight hundred eighty-seven and 05/100 dollars ($133,887.05), the approved total estimated cost of Section A(2) of said project.

PAYMENTS

ARTICLE V. As the construction of said project progresses, the Administrator shall from time to time draw warrants on the Secretary of the Treasury for the payment to

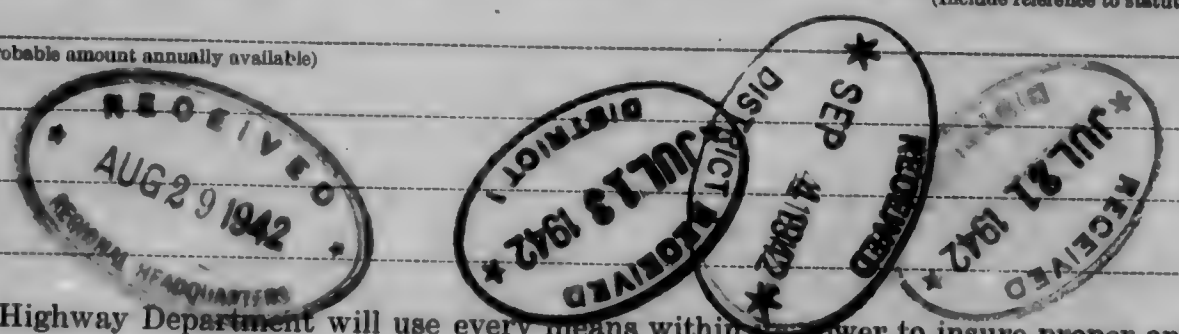
The State Treasurer
(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon
(Name)
of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Administrator after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

The Administrator reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chap. 329, Laws 1939
(Include reference to statute authorizing funds and probable amount annually available)



The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

GPO 16—11379

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Administrator on the _____ day of JUL 29 1942, 19__

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Henry F. Cabell
Chairman, State Highway Commission
(Title of officer)

By _____
Member, State Highway Commission
(Title of officer)

By Herman Oliver
Member, State Highway Commission
(Title of officer)

By _____
(Title of officer)

By _____
(Title of officer)

By _____
(Title of officer)

FEDERAL WORKS ADMINISTRATOR,

By W. M. Kearny
Acting Commissioner of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE 16—11879

Form PR. 3—Revised

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

THE SECRETARY OF THE TREASURY, AND

THE STATE HIGHWAY DEPARTMENT OF THE STATE OF Oregon

Pursuant to the acts above cited, I hereby certify—

FIRST. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Agency as Federal Aid Project No. ~~SH~~-FAP 138-A(2) State of Oregon

SECOND. That in accordance with said provisions I have approved the sum of $ 133,087.05 as the total estimated cost of said project, and the sum of $ 108,450.00 as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this ..... day of .....
one thousand nine hundred and JUL 29 1942

FEDERAL WORKS ADMINISTRATOR,

By .....
Acting Commissioner of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE 16—10130

RECEIVED FEB 4 1943 DISTRICT 1

RECEIVED
JUL 14 1942
FOR FILING
(Stencil #28)
FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE REFER TO FILE NO. 138-A-2

July 13, 1942

POST OFFICE BUILDING
PORTLAND, OREGON

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Oregon SN-FAP 138-A (2),
Grave Creek-Jumpoff Joe Creek Section,
Pacific Highway.

Dear Sir:

We are forwarding herewith two copies of proposed project agreement for signature and return to this office.

Enclosed is an approved copy of the detail estimate, upon which the agreement was based, together with approved copy of specifications.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
L. J. Caufield
Sr. Highway Engineer

JUL 1942
STATE HIGHWAY COMMISSION

Jon

RECEIVED
JUN 23 1942
FOR FILING

138-A-2

June 18, 1942

Mr. W. E. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland, Oregon

Dear Sir:

We are enclosing herewith seven copies of estimate as basis for project agreement for the Grave Creek-Jumpoff Joe Section, Project No. SS-PAP 138-A (2).

Very truly yours,

R. H. BALDOCK
Chief Engineer

By

S. H. Prebert
Office Engineer

Dictated by J. V. Nash/ER

Encl.

Oregon State Highway Department

Federal Aid Project
No. SM-PAP 138-A (2)

GRAVE CREEK-JUNCTION FOR CREEK SECTION

OF THE PACIFIC HIGHWAY IN JOSEPHINE COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, June 15, 1942

22' Roadway (Sta. 446+00 to 578+00) (Sta. 667+00 to 767+96.2)

3,000	cu. yds.	Slide Removal Excavation, Unclassified (Truck Measure)	$ .50	$ 1,500.00
5,000	cu. yds.	General Excavation, Unclassified	.40	2,000.00
300	yd. mi.	Truck Haul, Slide Removal Excavation	.20	60.00
500	yd. mi.	Truck Haul, General Excavation	.20	100.00
3.29	miles	Finishing Roadbed and Slopes	500.00	1,645.00
115	only	Wood Sight Posts	3.00	345.00
1,890	lin. ft.	Salvaging and Reinstalling Guard Rail	.75	1,417.50
3,000	cu. yds.	Selected Roadbed Topping	.40	1,200.00
9,000	yd. mi.	Hauling Roadbed Topping	.12	1,080.00
9,000	cu. yds.	2" - 0" Gravel in Base	1.80	16,200.00
8,500	cu. yds.	3/4" - 0" Gravel in Base and Shoulders	2.20	18,700.00
450	cu. yds.	Filler	.40	180.00
1,100	yd. mi.	Hauling Filler	.15	165.00
850	M-gals.	Sprinkling	2.00	1,700.00
3.29	miles	Preparation of Base	100.00	329.00
5,000	cu. yds.	Furnishing and Placing Aggregates	3.00	15,000.00
290	tons	Furnishing and Placing 121-150 Asphalt	25.00	7,250.00
44	tons	Furnishing and Placing RC-3 or Emulsified Asphalt	25.00	1,100.00
			Subtotal	$ 69,941.50
			10% Engr. & Cont.	6,994.15
			Total	$ 76,935.65

Length	3.288 miles
Cost per mile	$ 23,398.92

48' Roadway (Sta. 578+00 to 667+00)

2,000	cu. yds.	Slide Removal Excavation, Unclassified (Truck Measure)	$ .50	$ 1,000.00
200	yd. mi.	Truck Haul, Slide Removal Excavation	.20	40.00
1.69	miles	Finishing Roadbed and Slopes	500.00	845.00
70	only	Wood Sight Posts	3.00	210.00
350	lin. ft.	Salvaging and Reinstalling Guard Rail	.75	262.50
600	cu. yds.	Selected Roadbed Topping	.40	240.00
2,000	yd. mi	Hauling Roadbed Topping	.12	240.00
6,200	cu. yds.	2" - 0" Gravel in Base	1.80	11,160.00
3,700	cu. yds.	3/4" - 0" Gravel in Base and Shoulders	2.20	8,140.00
100	cu. yds.	Filler	.40	40.00
250	yd. mi.	Hauling Filler	.15	37.50
370	M-gals.	Sprinkling	2.00	740.00
1.69	miles	Preparation of Base	100.00	169.00
6,200	cu. yds.	Furnishing and Placing Aggregates	3.00	18,600.00
350	tons	Furnishing and Placing 121-150 Asphalt	25.00	8,750.00
52	tons	Furnishing and Placing RC-3 or Emulsified Asphalt	25.00	1,300.00
			Subtotal	$ 51,774.00
			10% Engr. & Cont.	5,177.40
			Total	56,951.40

Length 1.688 miles
Cost per mile $ 33,738.98

SUMMARY OF FUNDS REQUESTED

Item	Total Cost	Federal Aid Funds	State Funds
22' Roadway	$ 76,935.65	$ 62,319.00	$ 14,616.65
48' Roadway	56,951.40	46,131.00	10,820.40
	$ 133,887.05	$ 108,450.00	$ 25,437.05

State Funds for Construction: Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. 329, laws 1939
State Funds for Maintenance: Chap. 329, laws 1939

RECEIVED
JUN-8 1942
FOR FILING

138-A-2

June 3rd, 1942

[illegible] Brothers
Contractors
3615 S. Broadway
Eugene, Oregon

Gentlemen:

I note by the weekly reports that you have not moved in on the Storm Creek-Long Gulch Jim Creek surfacing project yet.

The grading contractor is getting well along with his work, and I feel that you should be starting the surfacing in order to complete within the time limit. It is highly essential to the war effort that this job be completed this summer, and the fill mades for the last several years have not been considered to sliding much therefore, I wish to urge upon you the immediate starting of this job.

Very truly yours,

E. E. BALDOCK
[illegible]

B

cc to: H. G. Smith

RECEIVED
MAY 2 1942
FOR FILING

138-A-2

May 1, 1942

Hewitt Brothers
351½ E. Broadway
Eugene, Oregon

Gentlemen:

We are sending to you today by express a fully executed copy of contract No. 2572 which was awarded to you on April 14, 1942, for surfacing and bituminous macadam on the Grave Creek-Jumpoff Joe Creek Section of the Pacific Highway, in Josephine County.

This copy is for your records and files.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

NOTED
D. G. DeSart

RECEIVED
APR 17 1942
FOR FILING

138-A-2

April 16, 1942

McHutt Brothers
351½ E. Broadway
Eugene, Oregon

Gentlemen:

We are sending you today, by express, four copies of contract No. 2572 which was awarded to you on April 14, 1942, by the State Highway Commission covering surfacing and bituminous macadam on the Grave Creek-Jumpoff Joe Creek Section of the Pacific Highway, in Josephine County.

Will you kindly execute all four copies of this contract as to agreement and bond and return them to this office for approval by the State Highway Commission. When this has been done a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the paragraph under Section 6, Page 15 of the printed General Provision, relating to the Workmen's Compensation Act. You are expected to accept the terms of this Act and to carry on your work under this contract in strict conformance thereto.

Your attention is also called to the paragraph on the same page relating to the payment by the contractor of amounts due hospital association, et cetera.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

NOTED
D. G. DeSart

RECEIVED
JUL 15 1942
FOR FILING

AGENDA
APR 30 1942

138-A-2

April 14, 1942

McNatt Brothers
351½ East Broadway
Eugene, Oregon

Gentlemen:

Confirming my telegram to you of this date, the State Highway Commission has today awarded you the contract for 6.01 miles surfacing and bituminous macadam, also furnishing of 3,400 cu. yds. crushed gravel in stock piles, on the Grave Creek-Sunnoff Log Creek Section of the Pacific Highway, In Josephine County. This award was based on your low bid of $147,618.00 submitted on March 19, 1942.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,
STATE HIGHWAY COMMISSION

By

AM Secretary

cc - S. H. Probert
C. E. Pearson

As corrected

m

of $

WESTERN UNION

1217-B

		ORDINARY	
		URGENT RATE	
		DEFERRED	
NIGHT TELEGRAM		NIGHT LETTER	
SPECIAL SERVICE		SHIP RADIOGRAM	

Patrons should check class of service desired, otherwise the message will be transmitted as a telegram or ordinary cablegram.

CHECK

ACCOUNTING INFORMATION

TIME FILED

R. B. WHITE, PRESIDENT
NEWCOMB CARLTON, CHAIRMAN OF THE BOARD
J. C. WILLEVER, FIRST VICE-PRESIDENT

Send the following telegram, subject to the terms on back hereof, which are hereby agreed to

SALEM, OREGON
APRIL 14, 1942

McNUTT BROTHERS
351½ E. BROADWAY
EUGENE, OREGON

STATE HIGHWAY COMMISSION AWARDED YOU TODAY CONTRACT FOR CONSTRUCTION OF THE GRAVE CREEK-JUMPOFF JOE CREEK SECTION OF THE PACIFIC HIGHWAY IN JOSEPHINE COUNTY BASED ON YOUR LOW BID SUBMITTED ON MARCH 19, 1942. CONTRACT FORMS FOLLOW SHORTLY.

H. B. GLAISYER, SECRETARY
STATE HIGHWAY COMMISSION

13E-4-A

RECEIVED
FAR 11

STANDARD TIME INDICATED
RECEIVED AT
373 STATE STREET
PHONE 2060
SALEM - OREGON
TELEPHONE YOUR TELEGRAMS TO POSTAL TELEGRAPH

Postal Telegraph (16)

THIS IS A FULL RATE TELEGRAM, CABLEGRAM OR RADIOGRAM UNLESS OTHERWISE INDICATED BY SYMBOL IN THE PREAMBLE OR IN THE ADDRESS OF THE MESSAGE. SYMBOLS DESIGNATING SERVICE SELECTED ARE OUTLINED IN THE COMPANY'S TARIFFS ON HAND AT EACH OFFICE AND ON FILE WITH REGULATORY AUTHORITIES.

Form 16

R36 26/22 GOVT DL=NX 14 402P

1942 APR 14 PM 4 24

R H BALDOCK=
:STATE HIGHWAY ENGINEER SALEM ORE=

.REURTEL WE HEREBY CONCUR TODAY IN AWARD CONTRACT OREGON SN-FAP 138-A(2) GRAVE CREEK JUMPOFF JOE CREEK SECTION TO MCNUTT BROTHERS LOW BIDDER=
:LYNCH.

REFERRED TO
By Chief Engineer

RECEIVED
APR 16 1942
FOR FILING

SN-FAP 138-A(2)

SALEM, OREGON
APRIL 14, 1942

RECEIVED
APR 16 1942
FOR FILING

MR. W. H. LYNCH
DISTRICT ENGINEER
PUBLIC ROADS ADMINISTRATION
POST OFFICE BUILDING
PORTLAND, OREGON

MAY WE HAVE YOUR CONCURRENCE IN AWARD CONTRACT TODAY FOR GRAVE CREEK-JUMPOFF JOE CREEK PROJECT TO McNUTT BROS. OF EUGENE. ALL RIGHTS OF WAY ARE ACQUIRED.

R. H. BALDOCK

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

March 4, 1942

POST OFFICE BUILDING
PORTLAND, OREGON

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

P.S. & E. documents for Oregon Federal Aid Project No. SN-FAP 138-A (2), the Grave Creek-Jumpoff Joe Creek Section of the Pacific Highway, have today been recommended for approval, subject to final review and approval by the Commissioner of Public Roads. This is your authority for advertising.

Prompt submission of the bid tabulation and agreement estimate will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

February 9, 1942

Mr. W. E. Lynch
District Engineer
Public Roads Administration
Post Office Box 3900
Portland, Oregon

Dear Sir:

We are enclosing herewith five copies of estimate, three copies of right of way statement and three copies of Form PR 46 to accompany plans and specifications for the Grave Creek-Sunnyoff Joe Creek Section, Project No. SS-VAP 138-A (2).

Five copies of bid proposals and five sets of blue-print plans are being sent under separate cover.

Very truly yours,

R. H. BALDOCK
Chief Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

Encl.

Oregon State Highway Department

Federal Aid Project No. SR-FAP 138-A (2)

GRAVE CREEK-JUMPOFF JOE CREEK SECTION

OF THE PACIFIC HIGHWAY IN JOSEPHINE COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, February 5, 1942

22nd Roadway (Sta. 446+00 to 578+00) (Sta. 667+00 to 767+96.2)

3,000	cu. yds.	Slide Removal Excavation, Unclassified (Truck Measure)	$ .30	$ 900.00
5,600	cu. yds.	General Excavation, Unclassified	.35	1,960.00
300	yd. mi.	Truck Haul, Slide Removal Excavation	.15	45.00
500	yd. mi.	Truck Haul, General Excavation	.15	75.00
3.29	miles	Finishing Roadbed and Slopes	200.00	658.00
115	only	Wood Sight Posts	2.50	287.50
1,850	lin. ft.	Salvaging and Reinstalling Guard Rail	.80	1,480.00
3,000	cu. yds.	Selected Roadbed Topping	.50	1,500.00
9,000	yd. mi.	Hauling Roadbed Topping	.12	1,080.00
9,000	cu. yds.	2" - 0" Gravel in Base	1.50	13,500.00
8,500	cu. yds.	3/4" - 0" Gravel in Base and Shoulders	1.60	13,600.00
450	cu. yds.	Filler	.40	180.00
1,100	yd. mi.	Hauling Filler	.15	165.00
850	M-gals.	Sprinkling	1.50	1,275.00
3.29	miles	Preparation of Base	150.00	493.50
5,000	cu. yds.	Furnishing and Placing Aggregates	2.50	12,500.00
290	tons	Furnishing and Placing 121-150 Asphalt	25.00	7,250.00
48	tons	Furnishing and Placing RC-3 or Emulsified Asphalt	24.00	1,152.00
		Subtotal		$ 57,795.00
		10% Engr. & Cont.		5,779.50
		Total		$ 63,574.50

Length 3.288 miles

Cost per mile $ 19,335.31

48' Roadway (Sta. 578+00 to 667+00)

2,000	cu. yds.	Slide Removal Excavation, Unclassified (Truck Measure)	$ .30	$ 600.00
200	yd. mi.	Truck Haul, Slide Removal Excavation	.15	30.00
1.69	miles	Finishing Roadbed and Slopes	200.00	338.00
70	only	Wood Sight Posts	2.50	175.00
350	lin. ft.	Salvaging and Reinstalling Guard Rail	.80	280.00
600	cu. yds.	Selected Roadbed Topping	.50	300.00
2,000	yd. mi.	Hauling Roadbed Topping	.12	240.00
6,200	cu. yds.	2" - 0" Gravel in Base	1.50	9,300.00
3,700	cu. yds.	3/4" - 0" Gravel in Base and Shoulders	1.60	5,920.00
100	cu. yds.	Filler	.40	40.00
250	yd. mi.	Hauling Filler	.15	37.50
370	M-gals.	Sprinkling	1.50	555.00
1.69	miles	Preparation of Base	150.00	253.50
6,200	cu. yds.	Furnishing and Placing Aggregates	2.50	15,500.00
350	tons	Furnishing and Placing 121-150 Asphalt	25.00	8,750.00
52	tons	Furnishing and Placing RC-3 or Emulsified Asphalt	24.00	1,248.00
			Subtotal	$ 43,367.00
			10% Engr. & Cont.	4,356.70
			Total	$ 47,923.70

Length 1.688 miles
Cost per mile $ 28,390.81

SUMMARY OF FUNDS REQUESTED

February 9, 1942

Item	Total Cost	Federal Aid Funds	State Funds
22' Roadway	$ 63,574.50	$ 50,860.00	$ 12,714.50
48' Roadway	47,923.70	38,340.00	9,583.70
	$ 111,498.20	$ 89,200.00	$ 22,298.20

GRAVE CREEK-JUMPOFF JOE CREEK SECTION

PROJECT NO. SN-FAP 138-A (2)

All necessary right of way has been acquired for this project.

R. H. BALDOCK
Chief Engineer

By

S. H. Probert
Office Engineer

February 9, 1942

PR 46
Roadway (Grove Creek-Dumpoff Joe Creek)

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

Sheet 1 of 1 Sheets

Estimate of Materials Required for Roadway
(To Accompany P.S. & E.)

Starting Date (Est.)_____ State Oregon

Completion Date (Est.) Sept. 30, 1942 Project No. [illegible] 138-A (2)

Estimated Total Cost Roadway $ 111,498.20 Length: Miles 4.976

Code	Material Item	Unit	Quantity	Code	Material Item	Unit	Quantity
1	Cement	Bbl.		6	Metal culvert pipe	Lb.	
2	Aggregates	Cy.	198,000	7	Reinforcing steel	Lb.	
3	Bituminous mat.	Gal.		8	Structural steel	Lb.	
4	Lumber	M.	5	10	Explosives	Lb.	
5	Timber piling	Lft.					

RECEIVED
JAN 30 1942
FOR FILING

135-A-2

January 29, 1942

Public Roads Administration
Box 3900
Portland, Oregon

Gentlemen:

Subject: Grave Creek-Jumpoff Joe Section
PAF No. SN-PAF 136-A (2)

We are enclosing five copies of our application for a project preference rating to aid us in securing critical materials necessary for the construction of the above-named project. The application has been prepared in accordance with the instructions set out in General Administrative Memorandum No. 148.

Our request for progress approval for this project was forwarded to you January 15, 1942.

Yours very truly,

R. H. Baldock
Chief Engineer

CHBoTH
Enc.
cc: Bridge Department

1-4206 Baker Rock Production on Three State Hwys. 1942

#2573

RECEIVED
JUN 24 1943

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

June 23, 1943

1-4206

SUBJECT: Request for release of warrants on final estimates.

To: Mr. H. B. Glaisyer
O-f-f-i-c-e

	Voucher #	Contract #	Estimate #	Name	Amount	Warrant #	Note
1.	7201	2573	5-Final	D. C. & A. L. Williams	999.31	242195	OK & release
2.							
3.							
4.							
5.							
6.							
7.							
8.							
9.							
10.							
11.							
12.							

Accepted? Yes

ACCOUNTING DIVISION

By _____
Bookkeeping Dept.

Approved for payment
_____ Secretary

Noted - RL 6-24-43

1-4206

June 10, 1943

D. C. and A. L. Williams
Hotel Antlers
Baker, Oregon

Gentlemen:

The State Highway Commission, at its meeting on May 11, 1943, granted you the extension of time requested, from July 31, 1942, to April 3, 1943, without penalty, in connection with contract No. 2973 for the Baker Rock Production Project on the Old Oregon Trail, Baker-Homestead, and Baker-Unity Highways, in Baker County.

Very truly yours,
STATE HIGHWAY COMMISSION

By

.Secretary

AM

cc - Mr. Van Sacy

RECEIVED
JUN 4 1943

1-4206

May 27, 1943

The Aetna Casualty & Surety Co.
Bates, Lively & Pearson
Yeon Building
Portland, Oregon

Gentlemen:

You are hereby notified that state highway contract No. 2573 for work on the Baker Rock Production Project on the Old Oregon Trail, Baker-Homestead and Baker-Unity Highways, in Baker County, has been completed the by contractor, D. C. and A. L. Williams, and that final payment in the amount of $999.31, will be made on or after June 7, 1943.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues, or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

For your information we wish to advise that the total contract amount is $17,917.80 and that no force account work was performed therein. This contract was completed on April 3, 1943, and has not yet been accepted by the Commission.

This notice is served upon you since you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary

BS

NOTED
A. L. MONSON

RECEIVED

1-4206

April 21, 1943

The Aetna Casualty & Surety Company
Bates, Lively & Pearson
Yeon Building
Portland, Oregon

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to D. C. and A. L. Williams, on contract No. 2573, covering the Baker Rock Production Project on the Old Oregon Trail, Baker-Homestead and Baker-Unity Highways, in Baker County. This payment, in the amount of $1,487.99, will be made on or after May 1, 1943. The retained percentage is $750.00.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

Kindly acknowledge receipt of this letter.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

RS

NOTED
A. L. MONSON

1-4206

THE ÆTNA CASUALTY AND SURETY COMPANY

HARTFORD, CONNECTICUT

AFFILIATE OF
ÆTNA LIFE INSURANCE COMPANY
THE AUTOMOBILE INSURANCE COMPANY
THE STANDARD FIRE INSURANCE COMPANY

BATES, LIVELY & PEARSON
GENERAL AGENTS
301 YEON BUILDING
BEACON 7381

RECEIVED APR 20 1943 FOR FILING

PORTLAND, ORE.

April 17th, 1943.,

State of Oregon,
State Highway Commission,
Salem, Oregon.

Gentlemen:

RE: Baker Rock Production Project,
State Highway Contract # 2573.
D.C. & A.L. WILLIAMS.

In connection with the contract in caption, as surety on the contractor's official bond, we enclose herewith contract status report, which we request that you be kind enough to complete, sign and return to this office as soon as possible for the completion of our bond records.

Also, we are enclosing herewith a self addressed stamped return envelope for your convenience in replying, and trust that you will favor us with a reply by return mail.

Very truly yours,

BATES, LIVELY & PEARSON,

BY: R. W. Lively

mb

Encls: - Status Report,
Envelope.

Status report retd. 4/19/43
A.M.

RECEIVED
APR 19 1943
STATE HIGHWAY COMMISSION

RECEIVED
MAR 1 1 1943
FOR FILING

BATES, LIVELY & PEARSON

INSURANCE GENERAL AGENTS

YEON BUILDING

PORTLAND, OREGON

1-4206

March 11th, 1943.

State of Oregon,
State Highway Comm.,
Salem, Oregon.

Gentlemen:

RE: Baker Rock Production Project,
State Highway Contract # 2573.
D.C. & A.L. WILLIAMS.

In connection with the job in caption, as surety on the contractor's official bond, we enclose herewith contract status report, which we request that you be kind enough to complete, sign and return to this office as soon as possible for the completion of our bond records.

Also, we enclose herewith a self addressed return envelope for your convenience in replying, and trust that you will favor us with a reply by return mail.

Very truly yours,

BATES, LIVELY & PEARSON,

BY: A. L. Lively

mb

Encls: - Status Report,
Envelope.

Form filled in and returned 3/12/43

AL.

RECEIVED
MAR 12 1943
STATE HIGHWAY COMMISSION

L-198

THE ÆTNA CASUALTY AND SURETY COMPANY

HARTFORD, CONNECTICUT

AFFILIATE OF
ÆTNA LIFE INSURANCE COMPANY
THE AUTOMOBILE INSURANCE COMPANY
THE STANDARD FIRE INSURANCE COMPANY

1-4206

BATES, LIVELY & PEARSON
GENERAL AGENTS
301 YEON BUILDING
BEACON 7381

RECEIVED
FEB 20 1943
FOR FILE

PORTLAND, ORE.

February 18th, 1943.

State of Oregon,
State Highway Commission,
Salem, Oregon.

Gentlemen:

RE: Baker Rock Production Project,
State Highway Contract #2573.
D. C. & A. L. WILLIAMS.

In connection with the job in caption, as surety on the contractor's official bond, we enclose herewith contract status report, which we request that you be kind enough to complete, sign and return to this office as soon as possible for the completion of our bond records.

sent 2/19/43 G.M.

Also, we enclose herewith a self addressed return envelope for your convenience in replying, and trust that you will favor us with a reply by return mail.

Very truly yours,

BATES, LIVELY & PEARSON,

BY: K. W. Lively

mb

Encls: - Status Report,
Envelope.

RECEIVED
FEB 19 1943
STATE HIGHWAY COMMISSION

Form E-1—SM—10-40

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY — No. 10

For Week Ending December 5, 1942

Section Baker Rock Production

Kind of work Rock Production

Highway Old Oregon Trail etc.

Section prefix 1-4206

Contractor D. C. and A. L. Williams

Contract number 2573

Date of contract April 30, 1942

Date of completion July 31, 1942

Date work started July 15, 1942

Estimated date of completion Dec. 20, 1942

Amount of contract $15,550.00

Per cent of time elapsed 100+ %

Estimated cost of completed project, exclusive of engineering $17,232.00

Per cent of contract completed, based on total contract price . . . . . 100 %

Engineering cost to date, $ 1024.00, ... %

Date project was completed 4-5-43, 19.....

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

The contractor shut his plant down this week as the material in the stockpile with what was removed by the State forces this Summer should total the amount of the contract. As soon as the contractor is able to smooth up the piles they will be measured. At the present time there is too much snow on the piles and they cannot be worked.

RECEIVED
DEC
NOTED
E. M. BOLTON

Signed E. H. Hudson

Address LaGrande, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities					
Estimated quantities moved or placed to date					
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

..... County, ...%; ..... County, ...%; ..... County, ...%; ..... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ....., Power graders ....., Rollers ....., Mixers ....., Crushing or screening plants .....,

Compressors ....., Bulldozers ....., Sheet-foot rollers ....., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

STATE PRINTING DEPT.

RECEIVED
MAY 21 1942
FOR FILING

1-4206

May 21, 1942

D. C. & A. L. Williams
Hotel Sacajawea
LaGrande, Oregon

Gentlemen:

By express we are forwarding to you a fully executed copy of contract No. 2573, awarded to you on April 30, 1942, for the Baker Rock Production Project on the Old Oregon Trail, Baker-Homestead and Baker-Unity Highways, in Baker County.

This copy is for your records and files.

Very truly yours,
STATE HIGHWAY COMMISSION

by

Secretary

MM

NOTED
D.G. DeSart

RECEIVED
MAY 21 1942
FOR FILING

1-4206

May 21, 1942

The Aetna Casualty & Surety Co.
Bates, Lively & Pearson
Yeon Building, Box 230
Portland, Oregon

Gentlemen:

We are sending to you today by express a fully executed copy of contract No. 2573 which was awarded to D. C. & A. L. Williams, LaGrande, on April 30, 1942, for the Baker Rock Production Project on the Old Oregon Trail, Baker-Homestead and Baker-Unity Highways, in Baker County.

This copy is being sent to you since you appear as surety on the bond and is for your records and files.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

[redacted]

NOTED
D. G. DeSart

RECEIVED
MAY
FOR FILING

1-4206

BATES, LIVELY & PEARSON

INSURANCE GENERAL AGENTS

YEON BUILDING

PORTLAND, OREGON

May 6th, 1942.,

Oregon State Highway Commission,
Salem, Oregon.

Gentlemen:

RE: Aetna Bond No. 42 S 6443 --
D. C. and A. L. Williams --
Contract # 2573.

We are today mailing to you under separate cover the above captioned bond in quadruplicate, which we have completed bond as surety in The Aetna Casualty and Surety Company of Hartford, Connecticut.

When these contracts have been approved by the Commissioners, we request that you send us one copy for the completion of our records as surety.

Very truly yours,

BATES, LIVELY & PEARSON,

BY: L W Lively

mb

cc: -- D.C. and A.L. Williams,
Hotel Sacajewea,
LaGrande, Oregon.

cc: -- Mr. G. Cyrus Bishop,(Agant)
Office.

Received 5-8-42
ASD.

RECEIVED
MAY 7 - 1942
STATE HIGHWAY COMMISSION

NOTED
D. G. DeSart

RECEIVED
MAY 2 1942
FOR FILING

1-4-06

May 1, 1942

D. G. & A. L. Williams
Hotel Saenjaven
LaGrande, Oregon

Gentlemen:

We are sending to you today, by express, four copies of contract No. 2573 which was awarded to you on April 30, 1942, by the State Highway Commission covering the Baker Rock Production Project on the Old Oregon, Baker-Homestead and Baker-Unity Highways, in Baker County.

Will you kindly execute all four copies of this contract as to agreement and bond and return them to this office for approval by the State Highway Commission. When this has been done a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the paragraph under Section 6, Page 15, of the printed General Provision, relating to the Workmen's Compensation Act. You are expected to accept the terms of this Act and to carry on your work under this contract in strict conformance thereto.

Your attention is also called to the paragraph on the same page relating to the payment by the contractor of amounts due hospital association, et cetera.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

EM

NOTED
D G. DeSart

RECEIVED
MAY 1 1942
FOR FILING

1-4206

May 1, 1942

D. C. & A. L. Williams
3233 N. E. 12th Avenue
Portland, Oregon

Gentlemen:

The State Highway Commission on April 30 awarded you the contract for the Baker Rock Production Project on three state highways, in Baker County. This award was based on your low bid of $15,550.00, submitted on that date.

Contract forms will be sent to you for execution within a few days.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

BM

cc - S. E. Probert
C. S. Pettman

SN-FAP 222-C-1 Reconstruct Blodgett 1942
O'Xing, Corvallis-Newport
#2574 Hwy.

RECEIVED
MAR 9 1944
FOR FILING

212-C-1

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

March 7, 1944

SUBJECT: Request for release of warrants on final estimates.

To: Mr. H. B. Glaisyer
O-f-f-i-c-e

Vou. #	Cont. #	Est. #	Name	Am't.	Wt. #	Note
2088	2574	5 Final	J. F. Johnston	344.78	253492	

Accepted? Yes

ACCOUNTING DIVISION

By _____
Bookkeeping Dept.

OK to release warrant

Approved _____
Secretary

222-C-1

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

RECEIVED
FEB 2 5 1944
FOR

February 21, 1944

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Final inspection of Oregon SN-PAP 222-C(1), Blodgett Overcrossing and Bridge, was made by a representative of this office on April 22, 1943.

Prompt submission of the final voucher will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By L. Caufield
L. J. Caufield
Sr. Highway Engineer

RECEIVED
FEB 23 1944
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
FEB 18 1944
FOR FILING

222-C-1

February 18, 1944

Columbia Casualty Company
Jas. McI. Wood, West & Co., Agents
625 Failing Building
Portland 4, Oregon

Gentlemen:

You are hereby notified that state highway contract No. 2574 for work on the Blodgett Overcrossing on the Corvallis-Newport Highway, in Benton County, has been completed by the contractor, J. F. Johnston, and that final payment in the amount of $344.78 will be made on or after February 28, 1944.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues, or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

For your information we wish to advise that the total contract amount is $12,650.30 and that no force account work was performed therein. This contract was completed on April 6, 1943 and accepted by the Commission on April 30, 1943.

This notice is served upon you since you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

By

Secretary

BF

NOTED
RUTH SMITH

RECEIVED
JUN 7 1943
HIGHWAY DIV.

222-C-1

June 1, 1943

Mr. J. F. Johnston
[illegible] Sheridan Street
[illegible], Oregon

Dear Sir:

The State Highway Commission at its meeting on April 30, 1943, granted you the extension of time requested, from September 30, 1942, to April 6, 1943, without penalty, in connection with contract No. 2574, for reconstruction of the Blodgett Overcrossing on the Corvallis-Newport Highway, in Benton County.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary

MS

cc - F. D. Eason

RECEIVED
FOR FILING

222-(6-1

May 7, 1943

Columbia Casualty Company
Jas. McI. Wood, West & Co.
625 Failing Building
Portland, Oregon

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to J. F. Johnston on contract No. 2574, covering reconstruction of the Blodgett Overcrossing on the Corvallis-Newport Highway, in Benton County. This payment, in the amount of $4,168.77, will be made on or after May 17, 1943. The retained percentage is $380.58.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

Kindly acknowledge receipt of this letter.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Asst Secretary

NOTED
A. L. MONSON

RECEIVED
FOR FILE

222-C-1

November 5, 1942

Public Roads Administration
Box 3900
Portland, Oregon

Gentlemen:

Subject: Eloigett Overcrossing
BR-FAF 222-C (1)

This is in reply to your letter of November 4 with reference to the above project. The present structure is in an advanced state of decay and is carrying the traffic only because we are maintaining falsework under the main span. There is always the probability that this falsework may be taken out by high water in the river. We feel that the replacement of the present structure is even more urgent now than at the time we placed it on the program.

We have had more than the usual amount of trouble in obtaining lumber for this work. The contractor's order was placed with the G. R. Johnson Lumber Corporation of Toledo, and this corporation has shown no cooperation in our efforts to get the project going. Since the contract was let, we have, of course, had three different freeze orders on lumber, and it has seemed as though we would only get authority to proceed under one of these orders when a new one would be issued. Our application is now in Washington for release under the latest federal order, and we hope to get going in the very near future. The lumber corporation has already delivered a small amount of lumber, and I understand that there is a considerable amount cut and ready for delivery as soon as this is permitted.

Very truly yours,

R. H. Baldock
Chief Engineer

GSP CH
cc G. S. Paulsen

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

November 4, 1942

POST OFFICE BUILDING
PORTLAND, OREGON

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

NOV - 7 1942

Dear Sir:

Reference is made to Oregon SN-FAP 222-C(1), the Blodgett Bridge and Overcrossing.

Bids for this work were opened on April 30, 1942, and contract awarded to J. F. Johnston, Newberg, Oregon. The time for completion of this project was September 30, 1942.

Our October inspection of this project shows that no work had been started, it being our understanding that the contractor was working at several small structures on Oregon DA-WR 5, the Camp Adair Access Road.

In view of the present critical situation as regards labor, supplies, repairs, etc., as well as critical materials, it would seem appropriate to seriously consider the cancellation of this contract and the deferment of the work until after the emergency. Your view will be welcome.

Very truly yours,

W. H. LYNCH
District Engineer

222-C-1

CLASS OF SERVICE DESIRED			
DOMESTIC		CABLE	
TELEGRAM		ORDINARY	
DAY LETTER		URGENT RATE	
SERIAL		DEFERRED	
OVERNIGHT TELEGRAM		NIGHT LETTER	
SPECIAL SERVICE		SHIP RADIOGRAM	

Patrons should check class of service desired; otherwise the message will be transmitted as a telegram or ordinary cablegram.

COPY OF WESTERN UNION TELEGRAM

SALEM OREGON OCT 30 1942.

MR CHARLES W CARPENTER
WAR PRODUCTION BOARD
ROOM 3CA 430 T.LEO STREET N W
WASHINGTON D C

RMPA 5 236, CONTRACT FOR MANDATORY SUBCONTRACTING OF STRATEGIC CRITICAL MATERIAL PROJECT NUMBER ON WAR 222-C(1) REQUIRES APPROXIMATELY 300 B-29S DOUGLAS FOR BOEING ONE CONSOL, OF WHICH AS OF 9 B-29S HAS BEEN DELIVERED UNDER LOWER CONSOLIDATION ORDER P 236. SCRAP RANGE FROM 3 INCHES OF TEN INCHES TO FIFTEEN INCHES BY FIFTEEN INCHES PROTOCH HAS PREFERENCE RATING ORDER P-19-E SERIAL NUMBER 10097 E. F & F JOHNSON MANUFACTURING CRUCIBLE CONTRACTOR . C D JOHNSON LUMBER CORPORATION TOLEDO ORDER PRODUCTION PRESENT REQUIREMENTS MEET IN 1924 GRADE AND MUST BE MELTED. WE BELIEVE THAT YOU AUTHORIZE THE PRODUCER TO SUPPLY THE REMAINING EIGHT ONE B-29S OF LUMBER SO THAT THESE MANDATORY REQUIREMENTS CAN BE MELTED

R E BALDOCK, CHIEF ENGINEER
OREGON STATE DEFENSE COMMISSION

CE to: Confirmation
Author
Files ✓
L.L.Clymer
Paul Sherman (2)

Stencil No. 124

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

September 30, 1942

222-C-1

POST OFFICE BUILDING
PORTLAND, OREGON

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Oregon SN-FAP 222-C (1)
Blodgett Overcrossing Section
Corvallis-Newport Highway

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the _____ project agreement and certificate for the above-numbered project.

Very truly yours,

W. H. LYNCH
District Engineer

By L. Caufield
L. J. Caufield
Sr. Highway Engineer

Encl.

RECEIVED
OCT 1 1942

wat pr-15720

Form P. R. 2

State Oregon

Federal Aid Project No. [redacted]

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 23rd day of July, 1942

by and between The Oregon State Highway Commission

, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Federal Works Administrator, hereinafter called the Administrator, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 13th day of November, 19 33, a project statement, which was approved on the 11th day of December, 19 33, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated for the administration of the Federal Highway Act, has furnished surveys, plans, specifications, and estimates for Section 8(1) of said project which were recommended for approval by the District Engineer of the Public Roads Administration on the 13th day of April 19 42; and

Whereas the Administrator has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of eleven thousand, five hundred ninety and 00/100

dollars ($ 11,590.00) as the share of the United States payable under said act on account of Section 8(1) of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Administrator do hereby mutually agree as follows:

16—11370

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(*a*) By the State Chap. 175, laws 1917; Chap. 51, laws 1920; Chap. 329, laws 1939
(Include date and citation of act of legislature by which authorized)

(*b*) From other sources

(State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between survey station 838+27 and survey station 855+11, all in the SW¼ Sec. 22, T. 11 S., R. 7 W., W.M.

, length 0.053 of a mile, in Benton County, being Section C(1) of Oregon Federal Aid project No. [illegible], consisting of [illegible] miles of [illegible] and one bridge [illegible] of more than 20 feet clear span, 0.053 of a mile in length.

16—11370 GPO

RECEIVED SEP 25 1942 DISTRICT 1
RECEIVED SEP 19 1942
RECEIVED SEP 25 1942 DISTRICT
RECEIVED AUG 10 1942 DISTRICT 1

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Administrator or his agents, and in accordance with the laws of said State, the rules and regulations of the Administrator, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Administrator or his authorized representatives. Such construction work as may be performed by force account shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Administrator, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

16—11879

This project is located on the strategic network of highways and is subject to certain provisions of the Defense Highway Act of 1941, approved November 19, 1941 (Pub. Law No. 295 - 77th Cong.)

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section 8(1) of said project shall not in any event exceed the sum of eleven thousand, five hundred ninety and 00/100 dollars ($ 11,590.00), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of fourteen thousand, three hundred eleven and 00/100 dollars ($ 14,311.00), the approved total estimated cost of Section 8(1) of said project.

PAYMENTS

ARTICLE V. As the construction of said project progresses, the Administrator shall from time to time draw warrants on the Secretary of the Treasury for the payment to

The State Treasurer
(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon (Name) of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Administrator after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

The Administrator reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chapter 329, Laws 1939
(Include reference to statute authorizing funds and probable amount annually available)

RECEIVED ★ SEP 25 1942 ★ DISTRICT ENGINEER

★ AUG 10 1942 ★ DISTRICT 1

RECEIVED ★ JUL 15 1942 ★

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

GPO 16—11379

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Administrator on the _____ day of AUG 26 1942, 19__

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Henry F. Cabell

Chairman, State Highway Commission
(Title of officer)

By [illegible]

Member, State Highway Commission
(Title of officer)

By _____

Member, State Highway Commission
(Title of officer)

By _____

_____
(Title of officer)

By _____

_____
(Title of officer)

FEDERAL WORKS ADMINISTRATOR,

By W. J. O'Leary

Acting Commissioner of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE 10—11379

Form PR. 8—Revised

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

THE SECRETARY OF THE TREASURY, AND

THE STATE HIGHWAY DEPARTMENT OF THE STATE OF Oregon

Pursuant to the acts above cited, I hereby certify—

FIRST. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Agency as Federal Aid Project No. SN-PAP 222-C(1) State of Oregon

SECOND. That in accordance with said provisions I have approved the sum of $ 14,311.00 as the total estimated cost of said project, and the sum of $ 11,590.00 as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this _____ day of _____ one thousand nine hundred and AUG 26 1942

FEDERAL WORKS ADMINISTRATOR,

By _____
Acting Commissioner of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE 16—10130

RECEIVED
SEP 25 1942
DISTRICT 1

RECEIVED
FOR FILING
222-C-1

September 26, 1942

Public Roads Administration
Box 3900
Portland, Oregon

Gentlemen:

Subject: Blodgett Overcrossing
SB-FAP 222-C (1)

Reference is made to your telegram of September 26 concerning critical materials for the Blodgett Overcrossing. Please be advised as follows:

1. Percentage complete 0%
2. Percentage of critical materials used 0%
3. Percentage of critical materials on hand 15%

Steel	100%
Nails	0%
Bolts	75%
Paint	0%
Lumber	0%

4. Percentage of steel to be obtained 10%

While some of the lumber is on hand, approximately 10 per cent has been manufactured and is in the producer's yard. All lumber for this project is to be No. 1 Common.

Very truly yours,

R. H. Baldock
Chief Engineer

SEF CH
cc C. E. Peterson

INDICATED

AT

TELEPHONE YOUR TELEGRAMS
TO POSTAL TELEGRAPH

Postal Telegraph

THIS IS A FULL RATE TELEGRAM, CABLEGRAM OR RADIOGRAM UNLESS OTHERWISE INDICATED BY SYMBOL IN THE PREAMBLE OR IN THE ADDRESS OF THE MESSAGE. SYMBOLS DESIGNATING SERVICE SELECTED ARE OUTLINED IN THE COMPANY'S TARIFFS ON HAND AT EACH OFFICE AND ON FILE WITH REGULATORY AUTHORITIES.

Form 16

R20 60/57 GOVT DL XU=NX PORTLAND ORE 26 1015A

1942 SEP 26 AM 10 51

R H BALDOCK=

:STATE HIGHWAY ENGINEER SALEM ORE:

=WAR PRODUCTIOM BOARD REQUESTS FOLLOWING INFORMATION FOR STATE PROJECT NORTH DILLARD BRIDGE OVER SOUTH UMPQUA AND SN-FAP 222-C(1). BLODGETT OVERCROSSING; (1) PERCENT COMPLETE. (2) PERCENTAGE CRITICAL MATERIALS USED. (3) PERCENTAGE CRITICAL MATERIALS ON HAND. (4) PERCENTAGE STEEL TO BE OBTAINED. FOR CRITICAL MATERIALS SHOW PERCENTAGE INDIVIDUAL ITEMS SUCH AS STEEL. NAILS. BOLTS. PAINT AND LUMBER. PLEASE EXPEDITE:

SN-FAP 222-C (1) (1) (2) (3) =CAUFIELD. (4).

OREGON STATE HIGHWAY COMMISSION

CLASS OF SERVICE DESIRED			
DOMESTIC		CABLE	
TELEGRAM		ORDINARY	
DAY LETTER		URGENT RATE	
SERIAL		DEFERRED	
OVERNIGHT TELEGRAM		NIGHT LETTER	
SPECIAL SERVICE		SHIP RADIOGRAM	

Patrons should check class of service desired; otherwise the message will be transmitted as a telegram or ordinary cablegram.

COPY OF WESTERN UNION TELEGRAM

RECEIVED
SEP 11 1942
FOR FILING

SALEM, OREGON
SEPTEMBER 10, 1942

PUBLIC ROADS ADMINISTRATION
326 NEW POST OFFICE BUILDING
PORTLAND, OREGON

CONTRACT FOR BLOUGHT OVERCROSSING ON CORVALLIS-SEWPORT HIGHWAY, SN-PAP 222-C (1), REQUIRES APPROXIMATELY 65 M-FBM DOUGLAS FIR STRUCTURAL GRADE LUMBER, APPROXIMATELY 6 M-FBM OF WHICH IS MANUFACTURED AND READY FOR DELIVERY. SIZES RANGE FROM 3 INCHES BY 10 INCHES TO 14 INCHES BY 14 INCHES. PROJECT HAS P-19-c, SERIAL NO. 10397-E. J. F. JOHNSTON, NEWPORT, OREGON, CONTRACTOR. C. D. JOHNSON LUMBER CORPORATION, TOLEDO, OREGON, PRODUCER. LUMBER NEEDED IMMEDIATELY, WITH COMPLETION OF DELIVERY IN 60 DAYS. CONDITION OF EXISTING BRIDGE MAKES IMMEDIATE ACTION IMPERATIVE. REQUEST THAT YOU OBTAIN RELEASE ON PD-423 FOR THIS STRUCTURAL GRADE LUMBER.

R. H. BALDOCK, CHIEF ENGINEER
OREGON STATE HIGHWAY DEPARTMENT

OSP OH
CC CONFIRMATION
AUDITOR
O. S. PATTON
FILES

RECEIVED
AUG 5 1942
FOR FILING

222-C-4

Salem
August 4, 1942

Agreement with Southern
Pacific Company

G. S. Parsons:

We are handing you herewith one fully executed copy of an agreement between the State Highway Commission and the Southern Pacific Company with reference to the reconstruction of the Blodgett Overcrossing in Benton County.

One copy has been forwarded to the railway company and Mr. Glaisyer has retained one copy for his files.

C. B. McCullough

JM:CA

FORM E-30 50M 9-41

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

SALEM

August 3, 1942

Subject: Agreement with Southern Pacific Company

To: Mr. C. B. McCullough
Assistant Chief Engineer

I am handing you, herewith, an executed copy of the agreement between the State Highway Commission and the Southern Pacific Company relative to the reconstruction of the Blodgett Overcrossing, in Benton County. This is for your dispostion.

I have retained the original of this agreement for the Commission's records and files and have sent one signed copy to the railroad company.

H. H. Scamfer

Secretary

HBG/mm

RECEIVED
AUG 4 1942
FOR FILING
223-C-1

August 3, 1942

RAILROAD COMPANIES
FILE No. 287

Mr. M. L. Jennings, Superintendent
Southern Pacific Company
Union Station
Portland, Oregon

Dear Sir:

As requested in your letter of July 30, your file No. L-11-52771, I am returning to you, herewith, a fully executed copy of an agreement between the Southern Pacific Company and the State of Oregon relative to the reconstruction of the overcrossing at Bladgett, Benton County, Oregon.

Very truly yours,

Secretary

HBG/mm

SALEM
August 3, 1942

Agreement with Southern Pacific Company

RAILROAD COMPANIES
FILE No. 28

Mr. C. B. McCullough
Assistant Chief Engineer

I am handing you, herewith, an executed copy of the agreement between the State Highway Commission and the Southern Pacific Company relative to the reconstruction of the Bledgett Overcrossing, in Benton County. This is for your disposition.

I have retained the original of this agreement for the Commission's records and files and have sent one signed copy to the railroad company.

Secretary

HBG/mm

RECEIVED
JUL 20 1942
FOR FILING

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

(Stencil #28)

IN YOUR REPLY PLEASE REFER TO FILE No. 222-C-1

July 17, 1942

POST OFFICE BUILDING
PORTLAND, OREGON

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Oregon SN-FAP 222-C (1)
Blodgett Overcrossing Section
Corvallis-Newport Highway

Dear Sir:

We are forwarding herewith two copies of proposed project agreement for signature and return to this office.

Enclosed is an approved copy of the detail estimate, upon which the agreement was based, together with approved copy of specifications.

Very truly yours,

W. H. LYNCH
District Engineer

By L. Caufield
L. J. Caufield
Sr. Highway Engineer

RECEIVED
JUN 23 1942
FOR FILING
222-C-1

June 22, 1942

Mr. W. H. Lynch
District Engineer
Public Roads Administration
Post Office Box 3900
Portland, Oregon

Dear Sir:

We are enclosing herewith seven copies of estimate as basis for project agreement for the Blodgett Overcrossing, Project No. SM-FAP 222-C (1).

Very truly yours,

R. H. BALDOCK
Chief Engineer

By

S. H. Probert
Office Engineer

Dict. by J. E. Nash/GS

Encl.

Oregon State Highway Department

Federal Aid Project
No. [illegible]-2AF 222-C (1)

[illegible] OVERCROSSING ON THE

CORVALLIS-NEWPORT HIGHWAY IN BENTON COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, June 22, 1942

All Required	Remove Old Bridge and Maint. Traffic		$ 1,500.00
All Required	60' Wood Deck Truss		3,400.00
200 lin. ft.	Untreated Trestle Superstructure	$ 24.00	4,800.00
All Required	Timber Superstructure on I Beam Span		750.00
16 M-FBM	Lumber and Timber in Superstructure	80.00	1,280.00
8,000 lbs.	Structural Steel in Place	.16	1,280.00
		Subtotal	$ 13,010.00
		10% Engr. & Cont.	1,301.00
		Total	$ 14,311.00

Length .053 mile

Federal Aid Funds	$ 11,990.00
State Funds	2,321.00
	$ 14,311.00

State Funds for Construction: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 309, Laws 1939
State Funds for Maintenance: Chap. 309, Laws 1939

Oregon State Highway Department

Federal Aid Project
No. [illegible]-2AF 222-C (1)

[illegible] STRUCTURES ON THE

CORVALLIS-NEWPORT HIGHWAY NO. [illegible] SOUTH

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, June 22, 1942

All Required	Remove Old Bridge and Maint. Traffic		$ 1,500.00
All Required	60' Wood Deck Truss		3,400.00
200 lin. ft.	Untreated Trestle Superstructure	$ 24.00	4,800.00
All Required	Timber Superstructure on I Beam Spans		730.00
16 M-FBM	Lumber and Timber in Superstructure	80.00	1,280.00
8,000 lbs.	Structural Steel in Floor	.16	1,280.00
		Subtotal	$ 13,010.00
		10% Engr. & Cont.	1,301.00
		Total	$ 14,311.00

Length .053 mile

Federal Aid Funds	$ 11,590.00
State Funds	2,721.00
	$ 14,311.00

State Funds for Construction: Chap. 175, Laws 1937; Chap. 31, Laws 1939; Chap. 329, Laws 1939
State Funds for Maintenance: Chap. 329, Laws 1939

RECEIVED
JUN 16 1942
FOR FILING

222-C-1

June 15, 1942

Public Roads Administration
Box 3900
Portland, Oregon

Gentlemen:

Subject: Blodgett Overcrossing
SH-FAP 150-B(1)
222-C-1

We are submitting four copies of a request for release of construction lumber for use on the above named project.

Will you please do whatever you can to expedite the release of this material.

Very truly yours,

R. H. Baldock
Chief Engineer

CAG DG
Enclosure
cc C. H. Gardiner

June 15, 1942

Lumber Branch
War Production Board
Washington, D. C.

Gentlemen:

On April 30, 1942, we awarded a contract to Mr. J. F. Johnston of Newberg, Oregon, to reconstruct an existing bridge over Marys River and the tracks of the Southern Pacific Company on the Corvallis-Newport Highway near Bledgett, Oregon. This project has been certified by the Army as essential to national defense, has been approved for construction by the Public Roads Administration, has been designated as Federal Aid Project No. Oregon SS-7AP 150-B(1), and has been granted a preference rating of A-2 under Limited Preference Rating Order No. P-19-c, Serial No. 10397-E.

322-C-1

The contractor has been trying to place his order for lumber required in reconstructing the structure. All of the mills he has contacted advise that they do not want to accept an order for the material until they can be assured that they will be permitted to deliver the same after they have it cut. Is it possible for your office to issue some form of release that the contractor can use in placing his order with whatever supplier he can get to accept it?

A detail list of the lumber required is attached. All of the material will be used in reconstructing the bridge. No temporary or falsework material will be required.

The structure to be rebuilt is a key structure on the Corvallis-Newport Highway, an important connecting road between the Pacific Highway, running north and south through the Willamette Valley, and the Oregon Coast Highway, directly on the coast. We had originally planned to

replace the existing structure with reinforced concrete. Due to the extreme scarcity of metal reinforcing, we have had to abandon this plan. The original structure, all of timber except for a steel beam span over the Southern Pacific Company tracks, was built in 1924. Recent timber borings indicate that practically all timber in the structure is in an advanced state of decay and must be replaced immediately.

Very truly yours,

R. H. Baldock
Chief Engineer

RHB:DE
Attached
cc: Public Roads Administration (3)
G. A. Gardner

J. V. Johnston
GENERAL CONTRACTOR
900 Sheridan Street
Newberg, Oregon

Blodgett

2	Pcs.	14x14x66	Rgh.	Chords	Dense Structural
2	Pcs.	12x14x66	"	"	" "
4	"	14x14x24	"	Posts	" "
4	"	10x10x24	"	"	" "
4	"	8x10x22	"	"	" "
4	"	10x10x20	"	"	" "
2	"	12x14x20	"	Blocks	" "
2	"	10x14x22	"	Corbels	" "
5	"	12x22x28	"	Beams	" "
8	"	4x 6x28	"	Braces	" "
10	"	4x 6x26	"	"	" "
2	"	8x12x16	"	End pcs.	#1 Com.
39	"	4x20x22	"	Stringers	Dense Structural
35	"	4x18x20	"	"	" "
22	"	4x16x18	"	"	" "
40	"	4x14x16	"	"	" "
267	"	4x12x26	S1S	Deck	Select Structural
600	LF	4x 6	S4S	Curb	" "
340	"	2x14	"	Strip	#1 Com.
14	Pcs.	4x18x16	"	Posts	" "
12	"	3x 8x18	"	Rail	" "
16	"	" x22	"	"	" "
8	"	" x16	"	"	" "
18	"	" x20	"	"	" "
2	"	4x12x36	S1S	End pcs.	" "
1880	BF	2x 6	Rgh.	Bridging	" "
17000	BF	2x 2 cedar	"	"	" "
7	Pcs.	12x14x28	"	Caps	Dense Structural
2	"	" x26	"	"	" "
2	"	" x18	"	"	" "
9	"	12x12x26 to 32	"	Sills	" "
4	"	12x12x24	"	Posts	" "
8	"	" x18	"	"	" "
7	"	" x16	"	"	" "
4	"	" x22	"	"	" "
2	"	4x 8x28	"	Rail pcs.	" "
17	"	3x10x24 to 36	"	Braces	" "
490	LF	4x12	"	Railhead	#1 Com.
2	Pcs.	4x 8x16	"	"	" "
48	LF	8x16	"	Blocks	" "
288	"	4x 8	"	Rail strip	" "
40	"	12x16	"	Blocks	" "

RECEIVED
MAY 21 1942
FOR FILING

222-C-1

May 21, 1942

Mr. J. F. Johnston
803 Sheridan Street
Newberg, Oregon

Dear Sir:

By express we are forwarding to you a fully executed copy of contract No. 2574 awarded to you on April 30, 1942, for the reconstruction of the Hledgett Overcrossing on the Corvallis-Newport Highway, in Benton County.

This copy is for your records and files.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

[redacted]

NOTED
D. G. DeSart

222-C-1

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

RECEIVED
MAY 20 1942
FOR FILING

RECEIVED
MAY 20 1942
STATE HIGHWAY COMMISSION

May 19, 1942

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

On May 14 Mr. Paxson advised by phone that the Southern Pacific had objected, because of inclusion therein of the customary clause concerning General Administrative Memorandum 39, to a proposed state-railway agreement covering Oregon SN-FAP 222-C (1), Blodgett Overcrossing.

In accordance with his request we sent on May 14 a wire to our Regional Office requesting advice, and on May 15 that office requested the same information from Washington by radio. We were advised on May 18 by Mr. Curtiss of the Washington Office as follows:

> "Reread 15 GAM 39 and amendments are applicable to all projects regardless of funds as far as determination of reimbursable costs is concerned Stop Overhead administrative and supervisory costs are not reimbursable."

Trusting that this gives the desired information, we are

Very truly yours,

W. H. LYNCH
District Engineer

Copy sent to Paxson

NOTED
State Highway Engineer

— REPRESENTING —

COLUMBIA CASUALTY COMPANY

RECEIVED
MAY
FOR FILING

222-C-1

JAS. McI. WOOD, WEST & CO.
625 Failing Building
PORTLAND, OREGON

May 6th 1942.

Oregon State Highway Commission,
Salem, Oregon

4 D.S.D.

Gentlemen:

We are forwarding to you by express two copies of Contract No. 2574 awarded to Mr. J. F. Johnston, of Newberg, for the reconstruction of Blodgett Overcrossing on the Corvallis-Newport Highway, in Benton County, the surety portion of which we have executed for the Columbia Casualty Company.

Very truly yours,

JAS. McI. WOOD WEST & CO.

By M Shearer

MS.

Received 5-8-42
D.S.D.

RECEIVED
MAY 8 - 1942

NOTED
D. G. DeSart

CAPITAL STOCK COMPANY INSURANCE
Standard protection

RECEIVED
MAY 4 1942
FOR FILING

222-C-1

May 2, 1942

Mr. J. F. Johnston
300 Sheridan Street
Newberg, Oregon

Dear Sir:

We are sending you today, by express, four copies of contract No. 2374 which was awarded to you on April 30, 1942, by the State Highway Commission covering the reconstruction of the Blodgett Overcrossing on the Corvallis-Newport Highway, in Benton County.

Will you kindly execute all four copies of this contract as to agreement and bond and return them to this office for approval by the State Highway Commission. When this has been done a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the paragraph under Section 7, Page 13, of the printed General Provision, relating to the Workmen's Compensation Act. You are expected to accept the terms of this Act and to carry on your work under this contract in strict conformance thereto.

Your attention is also called to the paragraph on the same page relating to the payment by the contractor of amounts due hospital association, et cetera.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

MH

NOTED
D. G. DeSart

RECEIVED
MAY 1 1942
FOR FILING

222-C-1

May 1, 1942

Mr. J. F. Johnston
800 Sheridan Street
Newberg, Oregon

Dear Sir:

The State Highway Commission, on April 30, 1942, awarded you the contract for reconstruction of the Blodgett Overcrossing, on the Corvallis-Newport Highway, in Benton County. This award was based on your low bid of $13,010.00, submitted on that date.

Contract forms will be sent to you for execution within a few days.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

EM

cc - E. E. Probert
C. S. Pierce

RECEIVED
MAY 1 1942
FCR

222-C-1

MONTANA
OREGON
WASHINGTON

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

POST OFFICE BUILDING
PORTLAND, OREGON

April 30, 1942

RECEIVED
MAY 3 - 1942
STATE HIGHWAY COMMISSION

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to confirm our verbal concurrence in award of contract, as of this date, for Oregon Federal Aid Project No. SN-FAP 222-C (1), the Blodgett Overcrossing on the Corvallis-Newport Highway, to J. F. Johnston, Newberg, Oregon, who submitted the low bid.

Very truly yours,

W. H. LYNCH
District Engineer

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JUN 23 19
FOR FILING

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

222-C-1

April 13, 1942

POST OFFICE BUILDING
PORTLAND, OREGON

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

P.S.& E. documents for Oregon Federal Aid Project SN-FAP 222-C (1), the Blodgett Overcrossing and Bridge section of the Corvallis-Newport Highway, have today been recommended for approval, subject to final review and approval by the Commissioner of Public Roads. This is your authority to advertise for bids.

The estimate shows 4 tons of structural steel, while the preference rating application indicated 3.75 tons. In accordance with General Informational Memorandum No. 5, it will be necessary to submit a Form PD-1A application for assistance in obtaining the additional one-quarter ton, if a preference rating is necessary for this small amount. It is noted the plan summary shows this one-fourth ton as allowance and the 3.75 tons may be adequate.

Concurrence in award of the above project will be withheld pending the issuance of a preference rating and receipt of Mr. MacDonald's memorandum mentioned in our wire of April 10.

Very truly yours,

W. H. LYNCH
District Engineer

By

F. E. Andrews
Sr. Highway Engineer

RECEIVED
APR 20 19 2

Copy to Gardiner

April 5, 1942

Mr. W. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland, Oregon

Dear Sir:

Herewith are enclosed seven copies of estimate, three copies of right of way statement and three copies of Form PR 46 to accompany plans and specifications for the Blodgett Overcrossing. Project No. SN-FAP 222-C (1).

Five bid proposals and five sets of blueprint plans are being sent under separate cover.

Very truly yours,

R. H. BALDOCK
Chief Engineer

By

S. H. Probert
Office Engineer

Dictated by J. W. Nash/ER

Encl.

Oregon State Highway Department

Federal Aid Project
No. 28-WAP 222-C (1)

BLODGETT OVERCROSSING ON THE

CORVALLIS-SWEET HIGHWAY IN BENTON COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, April 6, 1942

All Required	Remove Old Bridge and Maint. Traffic			$ 3,000.00
All Required	60' Wood Deck Truss			3,000.00
200 lin. ft.	Untreated Trestle Superstructure		$25.00	5,000.00
All Required	Timber Superstructure on I Beam Span			500.00
16 M-FBM	Lumber and Timber in Superstructure		70.00	1,120.00
8,000 lbs.	Structural Steel in Place		0.20	1,600.00
		Subtotal		$ 18,220.00
		10% Engr. & Cont.		1,822.00
		Total		$ 20,042.00
	Length	.053 mile		

Federal Aid Funds-	$ 16,230.00
State Funds-	3,812.00
	$ 20,042.00

BLODGETT OVERCROSSING

PROJECT NO. SN-FAP 222-C (1)

All necessary right of way has been acquired for this project.

R. H. BALDOCK
Chief Engineer

By

S. H. Probert
Office Engineer

April 6, 1942

PR 46

Structure (Blodgett Overcrossing)

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

Sheet 1 of 1 Sheets

Estimate of Materials Required for Roadway
(To Accompany P.S. & E.)

Starting Date (Est.) May 1, 1942 State Oregon

Completion Date (Est.) Sept. 30, 1942 Project No. BM-PAP 222-C (1)

Estimated Total Cost Structure $ 20,942.00 Length: Miles .253

Code	Material Item	Unit	Quantity	Code	Material Item	Unit	Quantity
1	Cement	Bbl.		6	Metal culvert pipe	Lb.	
2	Aggregates	Cy.		7	Reinforcing steel	Lb.	
3	Bituminous mat.	Gal.		8	Structural steel	Lb.	8,000
4	Lumber	M.	118	10	Explosives	Lb.	
5	Timber piling	Lft.					

RECEIVED
FEB 26 1942
FOR FILING
222-C-1
MONTANA
OREGON
WASHINGTON

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

POST OFFICE BUILDING
PORTLAND, OREGON

February 5, 1942

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are in receipt of your preference rating application No. 7 for SN-FAP ~~150-D (1)~~ 222-C-1, Blodgett Bridge and Overcrossing.

Although this project is on the strategic network, the project number shown on the above application and also on the Request for Program Approval, Form PR.1-PA, previously submitted by you, failed to include the "SN" designation.

In forwarding the documents, we have added the prefix and request that you change your papers accordingly.

Very truly yours,

W. H. LYNCH
District Engineer

RECEIVED
FEB 4 1942
FOR FILING

222-C-1

February 3, 1942

Public Roads Administration
Box 3900
Portland, Oregon

Gentlemen:

Subject: Bledgett Bridge and Overcrossing
FAP ~~150-B (1)~~
222-C-1

We are enclosing five copies of an application for a highway project preference rating order to aid us in securing critical materials necessary in construction of the above-named project. This application has been prepared in accordance with the instructions contained in General Administrative Memorandum No. 148.

Request for program approval on this work was forwarded you on January 20, 1942.

Yours very truly,

R. H. Baldock
Chief Engineer

CAH:TH
Encs.
cc: Bridge Department

Helen Ingrey

This is your file copy of
a letter we wrote for
Mr. Baldock's signature.

T. H.

22-4204 Lebanon-Sweet Home Rock Production
Santiam Highway 1942

#2575

RECEIVED
NOV 25 1942
FOR FILING

22-4204

November 25, 1942

Shell Oil Company
1220 S. W. Morrison St.
Portland, Oregon

Attention: Frank J. Warner, Division Credit Mgr.

Gentlemen:

In reply to your inquiry of November 24, 1942, I wish to advise that A. H. Saxton & Son's contract, No. 2275, which was completed on September 2, 1942, was accepted by the State Highway Commission on October 1, 1942. To our knowledge no claims have been filed against this contract.

Very truly yours,

AM

Secretary

R. H. Baldock

RECEIVED
NOV 23 1942
FOR FILING

November 19th, 1942

FINAL COST ANALYSIS

Lebanon-Sweethome Section
Contract #2575

Santiam Highway
Prefix 22-4204

22-4204

Lebanon-Sweethome
Rock Production
A. H. Saxton & Son, Contractors
J. C. Chapman, Resident Engineer

Item	Cost	Quantity	Unit	Unit Cost	Unit Bid	Gross Revenue
1½"-3/4" Cr. Rock in Stockpile	$4,192.05	2,106.11	Cu. Yd.	$1.99	$2.10	$4,422.83
3/4"-½" Cr. Rock in Stockpile	6,518.20	4,984.70	"	" 1.31	2.10	10,467.87
½"-¼" Cr. Rock in Stockpile	7,571.21	5,790.52	"	" 1.31	2.10	12,160.09
¼"-0 Cr. Rock in Stockpile	6,435.53	4,921.60	"	" 1.31	2.00	9,843.20
SP Screen Rejects	1,897.92	7,591.67	"	" 0.25	0.25	1,897.92
SP Haul Adjustment in Favor of State	_____	- 3,221.0	Yd. Mi.	0.07		- 225.47
	$26,614.91					$38,566.44

Gross Revenue	$38,566.44
Total Cost	26,614.91
Net Profit	$11,951.53

Net Profit Equals 31% of Gross Revenue

NOTED
State Highway Engineer

Detail of Cost

Labor:		
Supervision	$1,454.00	
Labor	4,910.44	
State Industrial Accident Insurance	292.76	
Social Security & Unemployment Insurance	254.58	
		$6,911.78
Equipment Rental & Misc. Supplies:		
Equipment Rental	$7,911.00	
Rented Equipment (Includes Gas, Oil, Grease and Driver)	3,776.28	
Gas, Oil and Grease	2,284.40	
Lumber	370.78	
Nails	87.72	
Wire Cable	367.05	
Small Tools & Miscellaneous	999.33	
Freight	39.39	
P.U.C. Fees	77.56	
Bond	385.66	
Overhead	771.32	
Purchase of Crushed Gravel	2,632.64	
		19,703.13
Total		$26,614.91

Breakdown of Crushing Costs

	Quantity	Cost	Unit Cost
Move In and Set Up	15,696.82 Cu. Yd.	$2,321.06	$0.148
Load to Plant	" " "	3,209.43	0.204
Haul to Plant	" " "	1,164.56	0.074
Crush	" " "	7,566.43	0.482
	15,696.82 Cu. Yd.	$14,261.48	$0.908
Less Screen Rejects 7,591.67 Cu. Yds. at $0.25		- 1,897.92	- 0.121
Cost of Cr. Gravel in Bunker		$12,363.56	$0.787
Cost of 1¼"-3/4" Cr. Gravel in Bunker (Purchased)	2,106.11 Cu. Yd.	$3,093.13	$1.47

Sizes and Quantities of Rock Produced

1¼"-3/4" Crushed Gravel in Stockpile (Purchased from Albany Sand & Gravel)	2,106.11 Cu. Yd.
3/4"-½" Crushed Gravel in Stockpile	4,984.70 " "
½"-¼" " " " "	5,790.52 " "
¼"-0 " " " "	4,921.60 " "
Screen Rejects	7,591.67 " "

Plant produced 15,696.82 cu. yds. in 484 hours, an average production of 32.4 cu. yd. per hour.

Breakdown of Hauling and Stockpiling

Item	Cost	Quantity	Unit Cost
Haul to Stockpile	$8,834.99	17,802.93 Cu. Yd.	$0.496
Stockpile	425.31	" " "	0.024

Average Haul - 3 Miles

Summation of Cr. Gravel Costs

Cost of 1¼"-3/4" Cr. Gravel Purchased from Albany Sand & Gravel	$1.469
Cost of Hauling 1¼"-3/4" Cr. Gravel per Cu. Yd.	0.496
Cost of Stockpiling per Cu. Yd.	0.024
Cost in Stockpile	$1.989

Cost of 3/4"-½", ½"-¼", ¼"-0 Cr. Gravel in Bunker per Cu. Yd.	$0.787
Cost of Hauling 3/4"-½", ½"-¼", ¼"-0 Cr. Gravel per Cu. Yd.	0.496
Cost of Stockpiling " " " " " " "	0.024
Cost in Stockpile	$1.307

Lebanon-Sweethome Rock Production

Remarks:

This contract was bid and awarded April 30th, 1942. The contractor began the erection of his plant July 5th, and completed crushing September 2nd, 1942.

The contractor moved in from Jewell, Oregon, and set up a crushing plant consisting of a 15" x 36" jaw crusher, 1 - 2'4" Traylor crusher, 1 - 1'8" Telesmith, 1 - 3' x 8' single-deck Simplicity screen, 1 - 3' x 10' triple-deck Simplicity screen, powered with 1 - 120 h.p. Cummings diesel motor and 3 PD 40 motors. A dragline was set up, but after working for only a short time was replaced with a ½ cu. yd. shovel. The contractor used his own trucks and supplemented them with hired equipment for all long hauls. The plant operated two 8-hour shifts per day and produced 15,697 cubic yards in 484 hours operating time, an average of 32.4 cubic yards per hour operating time. The gravel was washed until the supply of water was exhausted, with the remaining small quantity of ¼" - 0 being crushed dry.

Material was obtained from a gravel deposit located opposite M.P. 17.59. All 1¼" - 3/4" crushed gravel was purchased from the Albany Sand & Gravel plant located at Sweethome, as the gravel in the deposit used by the contractor did not contain enough material of sufficient size to crush out as 1¼" - 3/4". The tendency of the gravel deposit to run to fines also caused the contractor to scalp about 30% of the material as screen rejects, and this slowed progress slightly.

Truck haul averaged 3 miles, with a rough haul road of ¼-mile from plant to highway and the remainder oiled macadam.

The contractor had fair bid prices, produced his material with extremely low labor costs and a very nice profit was realized.

E. H. Clymer
Cost Analyst

By . . C. E. Paulsen

RECEIVED
NOV 18 1942
FOR FILING

22-4204

November 18, 1942

Maryland Casualty Company
Mansfield & Company, Agents
312 Lewis Building
Portland, Oregon

Gentlemen:

You are hereby notified that State Highway contract No. 2575 for work on the Lebanon-Sweet Home Section of the Santiam Highway, in Linn County, has been completed by the contractor, A. H. Saxton & Son, and that final payment in the amount of $1,155.41 will be made on or after November 28, 1942.

The State is not advised of any unpaid claims for labor or material or of the existence of any claims, debts, dues, or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

This notice is served upon you since you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total contract amount is $38,566.44, and that no force account work was performed therein. This contract was completed on September 2, 1942 and accepted by the Commission October 1, 1942.

Very truly yours
STATE HIGHWAY COMMISSION

By

Secretary

bc

NOTED
A. L. MONSON

RECEIVED

22-4201

October 27, 1942

Maryland Casualty Company
Mansfield & Company
302 Lewis Building
Portland, Oregon

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semifinal payment to A. H. Saxton & Son on contract No. 2575 covering the furnishing of crushed materials in stock piles on the Lebanon-Sweet Home Section on the Santiam Highway in Linn County. This payment, in the amount of $4,263.53 will be made on or after November 6, 1942. The retained percentage is $1,157.04

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues, or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

Kindly acknowledge receipt of this letter.

Very truly yours,
STATE HIGHWAY COMMISSION

By:
Secretary

be

NOTED
A. L. MONSON

Form E-1—OSH—4-42

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending October 24, 19 42

Section Lebanon-Sweet Home — *Kind of work* Rock Production

Highway Santiam — *Section prefix* ~~22-1036~~ 4204

Contractor A. H. Saxton & Son — *Contract number* 2575

Date of contract April 30, 1942 — *Date of completion* July 31, 19 42

Date work started July 6, 1942 — *Estimated date of completion* , 19

Amount of contract . . . . . $ 32,100 — *Per cent of time elapsed* %

Estimated cost of completed project, exclusive of engineering . . . . . $ 38,568.07

Per cent of contract completed, based on total contract price . . . . . %

Engineering cost to date, $ 996.00 2.9 % — *Date project was completed* Sept. 2, 19 42

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Two men worked Monday to Friday completing the semi-final estimate.

Mr. F. D. Eason stopped at the office Friday, PM, and took the estimate in with him.

RECEIVED
OCT 26 1942

RECEIVED
OCT
OFFICE OF
ENGINEER

NOTED
E. M. [illegible]

Signed J. C. Chapman

Address Cascadia, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project			12.63		
Miles partially completed					
Miles completed			12.63		
Total estimated quantities					
Estimated quantities moved or placed to date			17,805.51		
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

..... County, ...%; ..... County,.....%; ..... County, ...%; ..... County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ....., Power graders ....., Rollers ....., Mixers ....., Crushing or screening plants.....

Compressors ....., Bulldozers ....., Sheep-foot rollers ....., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

STATE PRINTING DEPT.

RECEIVED
OCT 17 1942
FOR FILING

32-4-04

October 15, 1942

A. E. Santam & Son
Port Orford, Oregon

Gentlemen:

The State Highway Commission, at its meeting on October 1, 1942, granted you the extension of time requested, from July 31 to September 2, 1942, without penalty, in connection with contract No. 2575, Lebanon-Sweet Home Rock Production Project on the Santiam Highway, in Linn County.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

AE

cc - J. B. Eaton

MARYLAND CASUALTY COMPANY

RECEIVED
OCT 14 1942
FOR FILING

22-4204

October 13, 1942

Maryland Casualty Company
210 Sansome Street
San Francisco, California

Attention: W. G. Kelso, Manager,
Bonding Department

Gentlemen:

Reply is made to your inquiry of October 10 regarding the financial statement given you by contractor A. H. Sexton & Son under date of September 1, 1942. You advise that the statement shows the sum of $15,305 due in earned estimates, and $2,407.50 due as retained percentage in connection with Oregon state highway contract No. 2575.

In reply will state that as of September 1, 1942, the amounts given in your letter are correct. However, on October 1, 1942, we paid the contractor the sum of $12,897.50 so we are now holding only the retained percentage mentioned above. There will, of course, be an additional amount earned by the contractor since the date of the last estimate. Just what this amount is we are unable to determine until the estimate-paying date.

Very truly yours,

HBG:AM

Secretary

MARYLAND CASUALTY COMPANY

STEWART McDONALD, CHAIRMAN OF THE BOARD
EDWARD J. BOND, JR., PRESIDENT

SAN FRANCISCO OFFICE
210 SANSOME STREET, SAN FRANCISCO
EXBROOK 4191
SAM L. WEBSTER, RESIDENT VICE-PRESIDENT
D. C. SEAGER, ASST. RESIDENT MANAGER
W. G. KELSO, MANAGER BONDING DEPT.

October 10, 1942

State Highway Department
State of Oregon
Salem, Oregon

Re: A. H. Saxton & Son - Corvallis, Oregon

Gentlemen:

In the financial statement given to us by this contractor under date of September 1st, they claim due them on State Highway Contract No. 2575 the sum of $15,305.00 in earned estimates, and retainage of $2,407.50.

Can you verify this as being correct? We enclose a stamped, return envelope for your convenience and assure you that any information you give us will be strictly confidential.

Very truly yours,

W. G. KELSO, MANAGER
BONDING DEPARTMENT

DICTATED TO
miss Morrison
BY SECRETARY

WGK/jl get the correct figures

ANSWERED
H. B. [illegible]SYER

RECEIVED
[illegible] 1942
[illegible]ON

RECEIVED
SEP 21 1942
FOR FILING
22-4204

September 21, 1942

Shell Oil Company
1220 S. W. Morrison
Portland, Oregon

Attention: Frank J. Hurner

Gentlemen:

In reply to your inquiry of September 18, 1942, we advise that A. H. Barton & Son's contract, No. 2575, was completed on September 2, 1942, but has not as yet been accepted by the State Highway Commission. The contractor has been paid the sum of $33,147.50.

Very truly yours,

Secretary

AH

RECEIVED
JUN 8 1942
FOR FILING

22-4204

June 6, 1942

A. H. Saxton & Son
Olney, Oregon

Gentlemen:

We are today sending you by express, to your home office at Corvallis, a fully executed copy of contract No. 2575 which was awarded to you April 30, 1942, by the State Highway Commission, covering the Lebanon-Sweet Home Rock Production on the Santiam Highway, in Linn County. We are also sending an executed copy to the surety on your bond. This copy is for your records and files.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

MS

NOTED
D. G. DeSart

RECEIVED
MAY 2 1942
FOR FILING

22-42JK

May 1, 1942

A. E. Saxton & Son
Route 2
Corvallis, Oregon

Gentlemen:

We are sending you today, by express, four copies of contract No. 2575 which was awarded to you on April 30, 1942, by the State Highway Commission covering the Lebanon-Sweet Home Rock Production Project on the Santiam Highway, in Linn County.

Will you kindly execute all four copies of this contract as to agreement and bond and return them to this office for approval by the State Highway Commission. When this has been done a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the paragraph under Section 6, Page 15, of the printed General Provision, relating to the Workmen's Compensation Act. You are expected to accept the terms of this Act and to carry on your work under this contract in strict conformance thereto.

Your attention is also called to the paragraph on the same page relating to the payment by the contractor of amounts due hospital association, et cetera.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

EH

NOTED
D. G. DeSart

RECEIVED
MAY 1 1942
FOR FILING

22-4204

May 1, 1942

A. H. Sanders & Son
Route 2
Corvallis, Oregon

Gentlemen:

The State Highway Commission, on April 30, awarded you the contract for the Lebanon-Sweet Home Rock Production Project on the Santiam Highway, in Linn County. This award was based on your low bid of $32,100.00, submitted on that date.

Contract forms will be sent to you for execution within a few days.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

MS

cc - S. M. Probert
C. E. Peterson

DA-WR 5 Lewisburg-Corvallis Section
Pacific Highway West 1942
#2576

DA-WR 5

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

RECEIVED
MAR 1 1944
PORTLAND

March 11, 1944

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Final inspection of Oregon DA-WR 5(1), Monmouth-Corvallis Section of Pacific Highway (West), was made by a representative of this office on November 24, 1943.

Prompt submission of the final voucher will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By L. Caufield
L. J. Caufield
Sr. Highway Engineer

For

RECEIVED
MAR 13 1944
OREGON
STATE HIGHWAY COMMISSION

Form E-114—SM—1-43

OREGON STATE HIGHWAY DEPARTMENT

SA-WR 5

FIELD ENGINEER'S WEEKLY REPORT FOR SURVEYS ONLY

Date January 29, 1944., 194

Job name Lewisburg- Corvallis

Setting reference points for curves.

Highway Pacific- West.

County Benton chg 127-1013-900 Job Prefix

Week from Jan. 23 to Jan. 29

Mail address Monmouth, Oregon.

Telegraph or telephone address

Express and freight address

General information covering progress of work by party and important developments, instructions from Division Engineer, changes in personnel of party, etc.:

Simpson, Bartel, Barhyte and McLean worked on this project Monday and Saturday completing setting reference monuments for curve points along right of way lines, also intermediate points on tangents. This work was unfinished at the close of work in 1942 and was completed now before losing temporary wood hubs set along right of way lines. Since the old project number 2-1109 is closed to charges, the work done now is charged to 127 -1013-900.

RECEIVED JAN 31 1944 SALEM

NOTED

E. [illegible]

Signed [signature]

Title Resident Engineer.

USE BACK IF ADDITIONAL SPACE IS REQUIRED

Day of Week	WEATHER CONDITIONS	
	A. M.	P. M.
Sunday . . .		
Monday . . .		
Tuesday . . .		
Wednesday . .		
Thursday . .		
Friday . . .		
Saturday . . .		

INSTRUCTIONS

This form is required to be submitted by all Locating Resident Engineers. Separate reports must be submitted for each job, and no single report shall cover more than one job.

Reports shall be mailed by not later than Sunday night. The original copy shall be mailed direct to the Salem office and the duplicate direct to the Division Engineer. The triplicate copy shall be retained in the Field Engineer's files.

DO NOT include in weekly reports matters requiring action by, or the special attention of, Division Engineers or others, unless these matters are also taken up by a letter addressed to the attention of the party interested. Requisition for supplies, calls for men, requests for information, and other matters requiring action or reply will NOT receive attention, if made on this form.

Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

SURVEYS

Total mileage of section to be surveyed .....

Miles of preliminary staked .....

Miles of location staked .....

Per cent of field work complete .....

Per cent of office work complete .....

Number of days worked on this project .....

Number of men in party .....

Salary expense this week .....

All other expenses this week .....

Previous total expenditures this survey .....

Total expenditures including this week .....

Survey will be completed about .....

Completed survey will cost about .....

Per mile cost of survey will be about .....

RECEIVED
JAN 3 1 1944
DIVISION ENGINEER
O. T. C. 2

STATE PRINTING DEPT.

RECEIVED
JAN 13 1944
FOR FILING

IH-WRS

Salem, Oregon
January 12, 1943.

Mr. H. B. Glaisyer
Secretary

Dear Sir:

We are handing you, herete, one fully executed copy of the agreement between the State Highway Commission, the City of Corvallis and the City Water Commission of Corvallis which provides for the payment to the above by the State Highway Commission of $496.02 covering the cost of readjusting the facilities of the Corvallis City Water Commission and the City of Corvallis.

This copy is for your records and files.

Very truly yours,

C. S. McCullough

C.S.M/lk
Encls.

CC:Z. M. Devers
CC:F.D. Mason

RECEIVED
JAN 6 1944
FOR FILING

14-WRS

Salem, Oregon
December 28, 1943

Mr. H. H. Ewke
Chief Accountant
O f f i c e

Dear Sir:

We are attaching hereto voucher No. 14132 to the City of Corvallis in the amount of $496.82, which has been signed by the State Highway Commission.

When you receive the warrant covering payment of this voucher please return it to this office.

Very truly yours,

C. B. McCullough
Assistant State Highway Engineer

Enclosure
JM:AF

Three Copies of the agreement handed to Mr. Ewonarko will Contain Corvallis City officials warrant placed in r/s in auditors office - Jan. 5, 1944

FORM E-90 SSM 1-48

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 20, 1943

RECEIVED
OCT 1943

SUBJECT:

To: Mr. J. M. Devers
Chief Counsel
O F F I C E

Dear Sir:

I understood you to say that Jay Lewis had agreed to the terms outlined in your last letter to him in regard to the claim of the City Water Commission against the Highway Commission for work done in connection with certain water mains outside the city limits.

Have you put his bill through for payment or do you want this office to do so?

Very truly yours,

C. B. McCullough
Asst. State Highway Engineer

CBM:JF

① Get Voucher Numbered
② Submit to RHHB — with for Agenda
note that we will tell him what it's all about

GHWAY COMMISSION

T CORRESPONDENCE

Oregon
, 1943

JECT: Claim of City of Corvallis for repairs to water system outside city limits

Dear Sir:

I have just read Mr. Lewis's letter with respect to the claim of the Corvallis Water Commission for repairs of the water system outside the city limits.

It seems to be overlooked by Mr. Lewis that the repairs and changes for which the claim has been made cover work on the service connections and changes in the meter boxes. No work on the mains is involved. These service connections and installation of the meter boxes were originally made by the Corvallis Water Department and charges were assessed to the concerned property owners according to their standard practice. The contract agreements state definitely that these connections and meters remain the property of the City of Corvallis. At the time of the construction we asked the Corvallis Water Department to revamp these connections (their own facilities) to clear the construction work. No agreement or promise of reimbursement was made by Mr. B. O. Johnson, who ordered the work to be done. I certainly think that the City should be held responsible for their own service lines and facilities within the right of way even though the mains through which they sell their product could be construed as not to be their responsibility.

There was allocated to the City of Corvallis $3482.00 for repairs on city streets not on State highway routes in 1942. There was expended $3199.94. There was allocated to Corvallis for 1943 $3482.00 which amount was increased later at the request of the City to $5000.00 and the agreement was signed on that basis. None of the 1943 work has yet been performed.

Yours very truly,

F. D. EASON
Division Engineer

FDE:LC
cc J. M. Devers

FORM E-90 REM 9-43

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
Aug. 11, 1943

SUBJECT: Claim of City of Corvallis for repairs to water system outside city limits

To: Mr. C. B. McCullough
Asst. State Highway Engineer

Dear Sir:

I have just read Mr. Lewis's letter with respect to the claim of the Corvallis Water Commission for repairs of the water system outside the city limits.

It seems to be overlooked by Mr. Lewis that the repairs and changes for which the claim has been made cover work on the service connections and changes in the meter boxes. No work on the mains is involved. These service connections and installation of the meter boxes were originally made by the Corvallis Water Department and charges were assessed to the concerned property owners according to their standard practice. The contract agreements state definitely that these connections and meters remain the property of the City of Corvallis. At the time of the construction we asked the Corvallis Water Department to revamp these connections (their own facilities) to clear the construction work. No agreement or promise of reimbursement was made by Mr. B. O. Johnson, who ordered the work to be done. I certainly think that the City should be held responsible for their own service lines and facilities within the right of way even though the mains through which they sell their product could be construed as not to be their responsibility.

There was allocated to the City of Corvallis $3482.00 for repairs on city streets not on State highway routes in 1942. There was expended $3199.94. There was allocated to Corvallis for 1943 $3482.00 which amount was increased later at the request of the City to $5000.00 and the agreement was signed on that basis. None of the 1943 work has yet been performed.

Yours very truly,

F. D. EASON
Division Engineer

FDE:LC
cc J. M. Devers

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

SALEM

August 9, 1943

Subject:

To:

Mr. C. B. McCullough
Assistant State Highway Engineer
O f f i c e

Dear Sir:

Attached is a copy of a long letter I received from Jay Lewis, City Attorney of Corvallis, in answer to my letter to him concerning the claim of the City Water Commission for reimbursement in connection with work done on water mains outside the city limits and within the boundaries of the right of way of the state highway.

I think perhaps before I attempt to answer this letter we should confer and go over all of the circumstances leading up to the work done by the city.

Yours very truly,

J. M. DEVERS

JMD:GM

C
O
P
Y

JAY L. LEWIS

Attorney at Law
U. S. National Bank Building
Corvallis, Oregon

August 6, 1943.

Mr. J. M. Devers,
Oregon State Highway Commission,
Salem, Oregon.

Dear Mr. Devers:

Am in receipt of your letter of the 5th instant relative to bill of the City Water Commission against the Highway Commission for work done in connection with water mains outside the city limits.

I agree with most everything you say but think if you will give the matter careful thought you will have to admit that insofar as the controversy between the City and the Highway Commission is concerned all these matters are wholly irrelevant and immaterial.

The City is in no way responsible for the original construction of these water lines in the highway. They were built and maintained there by private individuals for many years prior to the recent highway widening and improvement project. When the Highway Commission negotiated for the purchase of adjoining property on each side of the highway for the widening project it is my understanding that they made cash settlements with each individual property owner and assumed the obligation of moving and replacing the water lines. However, this was a matter of negotiation between the Highway Commission and the individual property owners and something in which the City of Corvallis was not involved or interested.

If you have an unsatisfactory condition existing there now since the widening project has been completed, because of water lines in the highway, you had the same condition existing there before. Any negotiations to alter this condition necessarily would be between the Highway Commission and the private individuals owning the water lines.

I agree with what you say about the disbursement of highway funds for maintenance and preservation of these water lines, but I again point out to you that this is a matter in which the City is not concerned.

At sometime in the distant past private individuals at their own expense installed water lines in this highway outside the city. They brought them up to the city distribution system in the city and received permission to connect onto the city system. It has always been distinctly understood that the City did not own the lines outside the City and assumed no obligation

whatever for the maintenance thereof. We very frequently have instances arising where there is trouble on outside lines because of improper construction, overloading, leaks, etc. Often these matters are presented to the City with a request for solution. Frequently disputes between outside users are involved. The consistent policy of the City has been to take no hand whatever in these matters and we have always refused absolutely to assume any obligation whatever for the maintenance of the outside lines. The only think the City will do is that upon request of the proper parties they will perform the necessary work on a basis of compensation for time and materials involved.

This all boils down to a situation where the City, at the request of the Highway Commission, performed work to be paid for on this basis and there is no dispute as to the amount of the bill.

I cannot say with certainty how these lines happened to be built in the highway. It would be my guess that perhaps some of them were built there even before the old County road was taken over as a State highway. At any rate they appear to have been maintained there by sufferance rather than by permit. I agree with your conclusion that this situation may not be satisfactory from the standpoint of the Highway Commission, but it is a situation in which the City of Corvallis is not involved.

About the only point of criticism I would have with your letter is that you say that the Highway Commission agreed to pay the cost of the work "for the sake of maintaining friendly relations with the city and in a spirit of cooperation." I again point out to you that this was not a City matter but was a matter entirely between the Highway Commission and the private owners of the outside lines involved. The City did not request that the lines be moved or expect to have anything to do with it until requested by the Highway Commission to do the work. Therefore it was not a matter of cooperation with the City, but with the owners of the lines.

I see no justification whatever for the Highway Commission to delay payment of an admitted just bill. The demand of the Highway Commission that the City assume responsibility for the future maintenance and replacement of these lines amounts to asking the City to pull the chestnuts of the Highway Commission out of the fire in a controversy in which the City is in no way involved or interested. From our standpoint the City was merely cooperating with the Highway Commission in performing some work without profit on the basis of time and labor involved, in order to enable the Highway Commission to proceed efficiently with its work in that locality. Naturally the City expects to be paid as per agreement without the imposition of irrelevant and immaterial conditions not previously mentioned.

I thank you for the consideration you have already given this matter and hate to burden you further, but think it necessary in order to clarify the situation. Your cooperation toward payment of the amount due the City will be appreciated.

Yours very truly,

Jay L. Lewis (sgd.)
City Attorney.

JLL:B
cc: City Water Commission.

RECEIVED
JAN 3 1944
FOR FILING

LA-WR 5

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 27, 1943

SUBJECT: City of Corvallis Claim

To:

Mr. C. B. McCullough
Assistant State Highway Engineer

In accordance with your request, I am returning to you herewith, vouchers and letter form of agreement, covering the settlement with the City of Corvallis of its claim for maintaining and repairing certain water-pipe lines during highway construction north of the Corvallis city limits. These were signed by the State Highway Commission at its meeting on December 23, 1943.

When the letter agreement has been signed by the city officials of Corvallis, will you please furnish me with one fully executed copy for the Commission's records and files.

Oscar Cutter
Acting Secretary

RS

FORM E-30 REM 6-43

RECEIVED
NOV 22 1943
FOR FILING

OA-WR 5

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 16, 1943

SUBJECT:

To: Mr. C. B. McCullough,

Office.

NOTED
State Highway Engineer

Dear Mr. McCullough:

Attached is the Corvallis voucher which has now been properly signed by the Superintendent of the City Water Works and is ready for the approval of the Commission and thereafter the procurement of a warrant.

When the warrant is ready for delivery if it is sent to this office I will submit it with the form of letter which we have prepared and which has been approved by the payee.

I am attaching the original and two copies of the form of letter which I suggest be signed by the Commission at the time the voucher is approved and then all three copies should be returned to this office.

Yours very truly,

J. M. DEVERS

JMD:PW
Enc.

Voucher sent to Astoria - 11-19-43
Voucher sent to P. H. B. for approval - 11-20-43

FORM E-30 25M 8-43

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 28, 1943

SUBJECT:

To: Mr. C. B. McCullough,

O f f i c e .

Dear Sir:

I have reached an agreement with the City of Corvallis and with the City Water Commission with respect to the payment of the claim which has been pending for some time and which has to do with the removal and reestablishment of some water facilities in connection with street and highway improvement conducted by the State.

I enclose a form of letter which should accompany in duplicate the payment. I suggest that when the payment is made it be delivered in person so that the duplicate letter can be signed at that time. I am satisfied, however, that, if that is not convenient, if the payment is sent to Mr. Lewis he will see that the duplicate is signed and returned to us.

Yours very truly,

J. M. DEVERS

JMD:PW
Enc.

CITY WATER WORKS, MUNICIPAL

CORVALLIS, OREGON

November 12, 1942

State Highway Commission
Salem, Oregon

DR. TO CITY WATER WORKS, MUNICIPAL

For water consumed as per the following meter readings from to , 19

500.-1-42

PLACE	SERVICE NUMBER	PRESENT READING	PREVIOUS READING	CUBIC FEET USED	AMOUNT

Time and material maintainin and repairing water pipe lines during construction of highway on North 9th Street outside of City limits of Corvallis

94 ft of 2" Pipe @ 26¢		24.44	
26 ft of 1" Pipe @ 12¢		3.12	
70 ft of 3/4" Pipe @ 9¢		6.30	
8 ft of 3/4" copper tubing @ 18¢		1.44	
4 ft of 1/2" " " 15¢		.60	
1 2" coupling		.39	
2 2" plugs @ 30¢		.60	
1 2" gate		11.00	
3 2" Unions@ 50¢		1.50	
5 1" unions @ 22¢		1.10	
13 3/4" unions @ 20¢		2.60	
2 2" tees @ 49¢		.98	
1 1" tee		.16	
3 1" Couplings @ 12¢		.24	
3 3/4" Couplings @ 8¢		.24	
1 2" curb cock		2.50	
2 1" curb cocks @ 1.70		3.40	
15 3/4" Curb cocks @ 1.05		15.75	
1 3/4" Tee		.16	
5 2" Nipples @ 8¢		.40	
9 1" Nipples @ 3¢		.27	
59 3/4" Nipples @ 3¢		1.77	
6 1" Ells @ 11¢		.66	
65 3/4" Ells @ 7¢		4.55	
5 Meter boxes @ 1.75		8.75	
1 Meter spud @ 50¢		.50	
9 3/4x1/2" Bushings @ 4¢		.36	
4 3/4" Adapters @ 33¢		1.32	
1 1/2" Adapter		.33	
1 1/2" Copper union		.59	96.02
Labor 402 hrs @ $1.00 7/8-8/26/42			402.00
			498.02 ← paid on separate Voucher
Moving fire hydrants and adjusting water mains on North ninth Street between Harrison and north city limits, per letter of April 14, 194			200.00 ← " " " "

2-1109-230-

~~$698.02~~

INVOICE	BY	DATE
REGISTERED	V	11-12
MATCHED		
COMPARED		
PRICE CHECK		11/18
EXT. CHECK		11/18
COST DIST.		
SEGREGATED		

APPROVED
DIVISION ENGINEER

L H Parsons

JB

RECEIVED
OCT 22 1943
FOR FILING

ZA-WR 5

Salem, Oregon
October 20, 1943

Mr. J. H. Devers
Chief Counsel
O F F I C E

Dear Sir:

I understood you to say that Jay Lewis had agreed to the terms outlined in your last letter to him in regard to the claim of the City Water Commission against the Highway Commission for work done in connection with certain water mains outside the city limits.

Have you put his bill through for payment or do you want this office to do so?

Very truly yours,

C. B. McCullough
Asst. State Highway Engineer

CBM:JV

FORM E-128X SM 5-43

COMMISSIONERS

T. H. BANFIELD, CHAIRMAN
PORTLAND

ARTHUR W. SCHAUPP, MEMBER
KLAMATH FALLS

MERLE R. CHESSMAN, MEMBER
ASTORIA

OREGON
STATE HIGHWAY COMMISSION
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER

C. B. McCULLOUGH
ASSISTANT STATE HIGHWAY ENGINEER

J. M. DEVERS
CHIEF COUNSEL

H. B. GLAISYER
SECRETARY

RECEIVED
SEP 27 1943
FOR FILING

September 20, 1943

C. B. McCullough

Mr. Jay L. Lewis,
Attorney at Law,
U. S. National Bank Building,
Corvallis, Oregon.

Dear Mr. Lewis:

Since receipt of your letter of August sixth relative to the controversy between the City of Corvallis and the Highway Commission concerning reimbursement for some work done in connection with the relaying or reestablishing of facilities of the Water Commission, I discussed the matter several times with Mr. Eason, the Division Engineer, and with Mr. McCullough, Assistant Highway Engineer, as a result of which conferences I submit the following propositions:

The facilities involved are not owned or controlled by the State. They are owned and controlled either by private individuals, by the City of Corvallis, or by the City Water Commission. I am told that the meter boxes and perhaps some other facilities are the property of the City Water Commission. These facilities, as a matter of law, are given no right to occupy the right of way of a state highway. If they are placed within the right of way of a state highway it must either by by virtue of a form of permit, by sufferance or by trespass. I understand that they occupy the present location pursuant to consent of the Highway Commission.

The problem now is to fix some formal arrangement with respect to their maintenance and protect the Commission against any resulting or implied responsibility for their preservation as against highway construction, maintenance or repair.

The claim which has been urged against the State is not a claim which, in my opinion, the Highway Commission is legally obligated to pay. I understand, however, that the Commission, for the purpose of cooperating with the City, agreed to pay the claim, but without any acknowledgment of legal liability but purely in a spirit of friendly cooperation. Assuming that to be the case, then I think the Highway Commission is quite within its rights when it asks that someone accept responsibility for the removal and reestablishment elsewhere of the facilities in the event such removal and reestablishment is made necessary by reason of highway construction, maintenance, or repair.

Mr. Jay L. Lewis September 20, 1943

If the private property owners who enjoy the benefits of the facilities, the City of Corvallis and the City Water Commission are unwilling to execute some such formal paper, then I shall recommend to the Highway Commission that the bill be paid, but with the definite assurance and commitment that the State shall, in the future, be in nowise responsible for the preservation or the maintenance of any of the facilities or their removal or reestablishment elsewhere if such becomes necessary.

I want to guard against a situation which might arise in the future in the event that some of these facilities might be damaged or destroyed in connection with highway construction, and it be then contended that, because the Highway Commission permitted such facilities to be placed within its right of way and even went so far as to pay the bill, the State was under obligation to make good any damage done. In other words, I want the Commission's responsibility to absolutely end with the payment of the bill now before it, and hence someone responsible for these facilities and their use must accept that responsibility and relieve the State.

The question I am now submitting to you is this: Will the City of Corvallis or the City Water Commission accept payment of the claim under the conditions stated in this letter?

Yours very truly,

J. M. DEVERS

JMD:PW

cc F. D. Mason
C. B. McCullough

Mr. McCullough

COMMISSIONERS
T. H. BANFIELD, CHAIRMAN
PORTLAND
ARTHUR W. SCHAUPP, MEMBER
KLAMATH FALLS
MERLE R. CHESSMAN, MEMBER
ASTORIA

OREGON
STATE HIGHWAY COMMISSION
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
C. B. McCULLOUGH
ASSISTANT STATE HIGHWAY ENGINEER
J. H. DEVERS
CHIEF COUNSEL
H. B. GLAISYER
SECRETARY

August 5, 1943

DA-Wks 5

#2576

NOTED
Asst. State Highway Engr.

Work referenced to
Abs
Insurance
Property Damage

Mr. Jay L. Lewis
City Attorney
Corvallis Oregon

Dear Mr. Lewis:

I have just conferred with Mr. C. B. McCullough, Assistant Highway Engineer, and with Mr. F. D. Eason, Division Engineer, regarding the subject of your letter under date of August 3rd concerning the claim of the City Water Commission for reimbursement for work done in connection with water mains outside of the city limits and within the boundaries of the right of way of the state highway.

So far as I know, pipe lines occupy the right of way of a state highway by permit or by sufferance. There is, as you know, a special statute giving pole line companies the right to occupy the right of way of a state highway, and such right is made subject to certain regulatory control by the Commission in so far as state highways are concerned, but no such statute, so far as I know, exists as to pipe line facilities.

Wherever and whenever pipe lines occupy any portion of the right of way of a state highway, the Commission requires that such occupancy and use of the right of way be covered by a permit so that the liabilities and obligations of the pipe line company or the owner of the pipe line may be defined and the extent of use granted be expressed. There are several reasons why this procedure is followed and one is the owner of the pipe line should be made responsible for its upkeep, or its removal or protection in the event that highway improvement requires its relocation or requires special attention for its preservation.

The highways, as you know, are primarily for public traffic and the use of any part of the right of way by a public utility is a secondary use, and must of necessity bow to the rights of the public for highway purposes.

You can readily see that with no definite understanding with respect to the rights and obligations of the owners of the facilities involved in the instant controversy, whether the owners be the city or private individuals, the State might be called upon in the future to

replace or renew the facilities. It might also be contended that it is the State's obligation to protect the facilities against damage caused by highway construction and highway maintenance, or to maintain the facilities against breaks and leaks which might occur normally. The highway grade or surface could be seriously damaged by leaks, or damage to the pipe line, chargeable in no way to the acts of the Highway Commission.

I do not believe that, under the constitutional provision against diversion of highway funds, the Highway Commission has the authority to subject highway funds or obligate them to that extent.

I do not know what the arrangements were in the first instant when the pipe line was placed within the right of way limits, but I think in any event the cost of removing or otherwise protecting the facilities was not an obligation of the State but an obligation of the owners of the facilities. I am advised that the Highway Commission, for the sake of maintaining friendly relations with the city and in a spirit of cooperation, agreed to pay the cost of doing what had to be done with the pipe line, but I do not believe that the Highway Commission has authority to go further and undertake the maintenance or preservation of those facilities.

I can assure you that the Highway Commission is anxious to cooperate in every way possible, but I think you will agree with me that the Highway Commission must be able to justify every disbursement of highway funds or every obligation which it may assume and in the performance of which will require a disbursement of highway funds.

I should be glad to discuss the matter further with you if you think any good can be accomplished.

Yours very truly,

J. M. Devers

JMDsGM

cc Mr. C. B. McCullough
Mr. F. D. Mason

NOTED
C. B. McCullough

RECEIVED
JUN 12 1945
FOR FILING

COMMISSIONERS
T. H. BANFIELD, CHAIRMAN
PORTLAND
ARTHUR W. SCHAUPP, MEMBER
KLAMATH FALLS
MERLE R. CHESSMAN, MEMBER
ASTORIA

OREGON
STATE HIGHWAY COMMISSION
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
C. S. McCULLOUGH
ASSISTANT STATE HIGHWAY ENGINEER
J. M. DEVERS
CHIEF COUNSEL
H. B. GLAISYER
SECRETARY

June 9, 1945

DA-WR-2

City Water Commission,
Corvallis, Oregon.

NOTED
C. B. McCull...

Gentlemen:

We are in receipt of your bill dated May 24 covering repairs of your water mains and hydrants on North 9th Street in the City of Corvallis and other alterations of the mains outside of the city limits, in the total amount of $698.02.

For the portion of the expense inside the city, we have an agreement with the City of Corvallis whereby we are obligated in the amount of $200.00, to cover all repairs or alterations of the water mains and hydrants. If you care to submit a bill for this amount, the bill will be paid forthwith.

For the additional $498.02, covering work outside of the city, please refer to my letter of January 15 addressed to the City Water Commission accompanying a permit which the Highway Commission required that the City execute before payment would be approved. Upon the return of these signed permits, the full amount of your bill as submitted will be immediately put through for payment.

Yours very truly,

F. D. EASON,
Division Engineer.

FDE:AM
cc Mr. C. B. McCullough
Mr. H. C. Smith
Mr. S. H. Probert

ARTHUR W. BOTTOLFSEN, CHAIRMAN
KENNETH H. SPAULDING
ROBERT B. CHANDLER
COMMISSIONERS
J. H. BANFIELD, ENGINEER
AGENCY

DH-WR 5
#2376

Salem
February 23, 1943

Corvallis water mains

Mr. F. D. Eason,
Division Engineer
O F F I C E

I am returning herewith correspondence file regarding the claim of the Corvallis City Water Commission in the amount of $496.02.

I have discussed this matter with Mr. Devers and he is of the opinion that we cannot pay any portion of this bill unless and until the City Water Commission has signed up permits, in accordance with your suggestion to them of January 15. He further advised that if the City refuses to sign these permits it will be necessary for the Highway Commission, as a matter of its own protection, to notify the City authorities that the State can assume no responsibility whatsoever for any future damage or destruction to these mains.

As a matter of cooperation and decency we would, of course, exercise every care to avoid any damage to these mains but, since they occupy our right of way without legal permit, we can assume no responsibility whatsoever for their maintenance or even for their continuance, in the event it became necessary to remove them in connection with future reconstruction operations.

I think perhaps it might be a good idea for you to see the city authorities once again and explain our position. If they still refuse to sign the permits the matter will be referred to the Highway Commission for such formal action as is considered necessary in the premises.

C. B. McCullough

cc - J. H. Devers
CBM:MC

FORM E-20 20M 7-42

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 21, 1942

SUBJECT:

To:

Mr. C. B. McCullough,
Assistant Chief Engineer.

Dear Sir:

Herewith a bill in triplicate from the City Water Department of Corvallis for repairs and adjustments on the city water facilities inside and outside the city limits, in connection with the Corvallis-Lewisburg contract work recently completed.

Before this contract was let the matter of changing or adjusting the city water main on 9th Street was taken up with the City, and since the main was an old wooden main and would need replacing in the near future in any event, they agreed to take full responsibility for labor and materials for such a change, for the lump sum payment of $200.00. The State Force Order covering this work has been approved, and this money is available for payment to the City to cover the $200.00 charge shown in the bill.

The other item of $498.02 covers adjustments of the service pipe outside of the city, which consisted in moving the meter boxes back of the ditch line and adjusting the service connections. Since the City Water Department was supplying the service outside of the city ~~and~~ we instructed them to make these adjustments as required for the construction work. No promise was made nor understanding had regarding the payment by the State for this work. It was my understanding that they were occupying a portion of the state highway right of way under sufferance and the adjustments would have to be made just as had to be made by other utilities. I question the payment of this latter claim, unless specifically authorized.

Yours very truly,

F. D. EASON,
Division Engineer.

FDE:AM

RECEIVED
JUN 30 43
FOR FILING

DA-WR 5

June 29, 1943

Hansen & Rowland Inc.
Puget Sound Bank Building
Tacoma (1), Washington

Gentlemen:

RE: BOND NO. 50720 - E. C. HALL & J. C. COMPTON to STATE OF OREGON-Grading & Paving of Lewisburg Corvallis Sec. of Pacific Highway, Contract 2576.

Wish to advise that the above contract No. 2576 was completed and accepted by the Commission on February 18, 1943, and that the total amount earned by the contract was $276,595.81.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary

EB

HANSEN & ROWLAND INC.

GENERAL AGENTS

TACOMA - SEATTLE - PORTLAND

SURETY BONDS GENERAL INSURANCE

H. T. HANSEN, PRES.

I. C. ROWLAND, SECY.

TACOMA, WASHINGTON

June 14, 1943

THIS COMMUNICATION IF SIGNED AS AGENT OR AGENTS SHALL BIND IN SUCH CAPACITY ONLY.
PLEASE ADDRESS ALL COMMUNICATIONS TO HANSEN & ROWLAND INC., NOT TO INDIVIDUALS.

Oregon State Highway Commission
Salem, Oregon

Attention: Mr. Glaisyer

Dear Sir:

RE: BOND NO. 50720 - E. C. HALL & J. C. COMPTON to STATE OF OREGON- Grading & Paving of Lewisburg Corvallis Sec. of Pacific Highway, Contract 2576

We duly received your letter of May 15th, advising that you are unable to advise us the total amount earned by the contract, as the field notes and final figures have not been completely checked.

We will appreciate your advising us whether this has now been completed, and what the total amount earned by the contract is.

Very truly yours,

HANSEN & ROWLAND, INC.
General Agents

A. Van R. Schermerhorn

A. VAN R. SCHERMERHORN
Mgr. Surety Bond Dept.

ER

NOW OCCUPYING THE 13TH FLOOR PUGET SOUND BANK BUILDING

REFERRED TO
mrs mack
BY SECRETARY

RECEIVED
JUN 15 1943
OREGON
STATE HIGHWAY COMMISSION

DH-RL F

June 23, 1943

Maryland Casualty Company
Hansen & Rowland, Inc., of Oregon
406 Title and Trust
Portland, Oregon

Gentlemen:

You are hereby notified that State Highway contract No. 2576 for 5.56 miles of grading and paving on the Lewisburg-Corvallis Section of the Pacific Highway West, in Benton County, has been completed by the contractor, E. C. Hall Co. and J. C. Compton, and that final payment in the amount of $8,467.63 will be made on or after July 3, 1943.

The State is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues, or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

For your information we wish to advise that the total contract amount is $276,595.81, of which amount $233.85 represents the amount of force account items. This contract was completed on December 19, 1942 and accepted by the Commission on February 18, 1943.

This notice is served upon you since you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

Very truly yours,

HBG:EB

Secretary
OREGON STATE HIGHWAY COMMISSION

Hold a card - BS - 6-23-43

RECEIVED
MAY 17
PORT

DA-NR 5-

May 15, 1943

Hansen & Rowland, Inc.
Washington Building
Tacoma, Washington

Attention: A. Van R. Schermerhorn
Manager, Surety Bond Dept.

Gentlemen:

In reply to your inquiry of May 11, 1943, I wish to advise that the warrant covering semifinal payment to E. C. Hall Company and J. C. Compton, on contract No. 2576, Lewisburg-Corvallis Section of the Pacific Highway West, was mailed on April 30, 1943.

I regret that I cannot advise you the total amount earned by the contractor on this contract due to the fact that the field notes and final figures have not been completely checked as yet.

Very truly yours,

AH

Secretary

66 Hall & J.C. Compton
Cont 25-76 - 7 - Semi-final
mailed Mt. April 30. '43

aau

MAY 14 1943

I. C. ROWLAND, SECY.

ND INC.

ANCE

TACOMA
SEATTLE
PORTLAND

IN SUCH CAPACITY ONLY.
C., NOT TO INDIVIDUALS.

~~Association of Mt. Clemens~~

Dear Sir:

RE: BOND NO. 50720 - E. C. HALL & J. C. COMPTON to STATE OF OREGON- Grading & Paving of Lewisburg-Corvallis Section of Pacific Highway, Contract 2576

You advised us on April 16th that semi-final payment on this contract was to be made on or after April 26, 1943 in the amount of $7,447.88.

We will appreciate your advising us whether this payment has been made, and the total amount earned by the contractor under this contract.

Very truly yours,

HANSEN & ROWLAND, INC.
General Agents

A. Van R. Schermerhorn

A. VAN R. SCHERMERHORN
Mgr. Surety Bond Dept.

ER

REFERRED TO
[illegible]
BY SECRETARY

pay one copy

RECEIVED
MAY 14 1943
OREGON
STATE HIGHWAY COMMISSION

H. T. HANSEN, PRES.

I. C. ROWLAND, SECY.

HANSEN & ROWLAND INC.

GENERAL AGENTS

SURETY BONDS - GENERAL INSURANCE

TACOMA, WASHINGTON

TACOMA
SEATTLE
PORTLAND

May 11, 1943

THIS COMMUNICATION IF SIGNED AS AGENT OR AGENTS SHALL BIND IN SUCH CAPACITY ONLY.
PLEASE ADDRESS ALL COMMUNICATIONS TO HANSEN & ROWLAND, INC., NOT TO INDIVIDUALS.

Oregon State Highway Commission
Salem, Oregon

Attention of Mr. Glaisyer

Dear Sir:

RE: BOND NO. 50720 - E. C. HALL & J. C. COMPTON to STATE OF OREGON- Grading & Paving of Lewisburg-Corvallis Section of Pacific Highway, Contract 2576

You advised us on April 16th that semi-final payment on this contract was to be made on or after April 26, 1943 in the amount of $7,447.88.

We will appreciate your advising us whether this payment has been made, and the total amount earned by the contractor under this contract.

Very truly yours,

HANSEN & ROWLAND, INC.
General Agents

A. Van R. Schermerhorn
A. VAN R. SCHERMERHORN
Mgr. Surety Bond Dept.

ER

REFERRED TO
Miss [illegible]
BY SECRETARY

may answer this,

RECEIVED
MAY 14 1943
OREGON
STATE HIGHWAY COMMISSION

April 21, 1943

Mr. W. E. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland, Oregon

Dear Sir:

We are enclosing herewith seven copies of estimate as basis for project agreement for the Monmouth-Corvallis Section, Project No. DA-PR 5 (1), which estimate has been revised by the inclusion of the cost of repairing the pavement between Stations 1528+28.1 and 1675+25 that was damaged by the heavy hauling involved in construction of the Camp Adair cantonment.

Five copies of price agreement number 2, Contract 2376, covering the repair work are also enclosed.

We are sending, under separate cover, five blueprint copies of the title sheet and sheets numbers 19-A and 19-B of the plans showing the location of the work performed.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. E. Probert
Office Engineer

Dictated by S. E. Nash/ER

Encl.

Oregon State Highway Department

Federal Access Road
Project No. DA-3R 5

MONMOUTH-CORVALLIS SECTION OF THE PACIFIC HIGHWAY WEST IN POLK AND BENTON COUNTIES

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, April 19, 1943

All Required		Lands, Rights of way, Easements, Etc.	$ 52,000.00

ROADWORK

INSIDE CITY OF MONMOUTH

Grading (Sta. 1037+68 to 1057+32) (Contract No. 2586)

All Required		Clearing and Grubbing		$ 367.00
20	cu. yds.	Structural Excavation, Unclassified	$ 3.00	60.00
4,000	cu. yds.	General Excavation, Unclassified	.35	1,400.00
32,000	yd. stas.	Short Overhaul	.05	660.00
0.37	mile	Finishing Roadbed and Slopes	500.00	185.00
100	lin. ft.	12" Concrete Pipe	1.30	130.00
100	lin. ft.	18" Concrete Pipe	2.30	230.00
				$ 3,252.00

Bituminous Macadam Wearing Surface (Sta. 1037+68 to 1057+32) (Contract No. 2595)

1	only	Adjustment of Manholes	$ 50.00	$ 50.00
350	sq. yds.	Concrete Walks	4.00	1,400.00
3,100	cu. yds.	4" - 0" Material in Subbase	2.00	6,200.00
1,000	cu. yds.	4" - 2" Rock in Base	2.75	2,750.00
1,000	sq. yds.	3/4" - 0" Rock in Base and Shoulders	2.75	2,750.00
100	M-gals.	Sprinkling	2.00	200.00
0.37	mile	Preparation of Base	150.00	55.50
580	cu. yds.	Furnishing and Placing Aggregates	4.00	2,320.00
35	tons	Furnishing and Placing 121-150 Asphalt	30.00	1,050.00
5	tons	Furnishing and Placing RC-3 or Emulsified Asphalt	30.00	150.00
				$ 16,925.50
			Subtotal	$ 20,177.50
			10% Engr. & Cont.	2,017.75
			Total	$ 22,195.25

Length 0.372 mile
Cost per mile $ 59,664.65

OUTSIDE CITIES

Grading (Sta. 1057+32 to 1391+00) (Contract No. 2586)

All Required		Clearing and Grubbing		$ 9,455.00
230	cu. yds.	Structural Excavation, Unclassified	$ 3.00	690.00
436,000	cu. yds.	General Excavation, Unclassified	.35	153,600.00
1,778,000	yd. stns.	Short Overhaul	.03	53,340.00
68,000	C-yd.stns.	Long Overhaul	.40	27,200.00
8,000	lin. ft.	Rounding Gutbanks	.10	800.00
6.19	miles	Finishing Roadbed and Slopes	500.00	3,095.00
1,300	lin. ft.	18" Concrete Pipe	2.50	3,250.00
650	lin. ft.	24" Concrete Pipe	3.50	2,275.00
120	lin. ft.	48" Concrete Pipe	15.00	1,800.00
100	M-gals.	Sprinkling	2.00	200.00
				$261,683.00

Bituminous Macadam Wearing Surface (Sta. 1057+42 to 1257+40) (Contract No. 2595)

30,900	cu. yds.	4" - 0" Material in Subbase	$ 2.00	$ 61,800.00
10,000	cu. yds.	4" - 2" Rock in Base	2.75	27,500.00
10,300	cu. yds.	3/4" - 0" Rock in Base and Shoulders	2.75	28,325.00
900	M-gals.	Sprinkling	2.00	1,800.00
3.78	miles	Preparation of Base	150.00	567.00
5,720	cu. yds.	Furnishing and Placing Aggregates	4.00	22,880.00
355	tons	Furnishing and Placing 121-150 Asphalt	30.00	10,650.00
55	tons	Furnishing and Placing RC-3 or Emulsified Asphalt	30.00	1,650.00
				$155,722.00

Grading and Bituminous Macadam Wearing Surface (Sta. 1257+40 to 1411+92 = 1415+35.9) (Sta. 1513+07.7 to 1525+56.1) (Contract No. 2596)

All Required		Clearing and Grubbing		$ 1,760.00
4,600	sq. yds.	Removal of Pavement	$ .50	2,300.00
10	cu. yds.	Structural Excavation, Unclassified	3.00	30.00
43,000	cu. yds.	General Excavation, Unclassified	.60	25,800.00
83,000	yd. stns.	Short Overhaul	.03	2,490.00
200	C-yd.stns.	Long Overhaul	.30	180.00
4,000	lin. ft.	Rounding Cutbanks	.15	600.00
6.63	mile	Finishing Roadbed and Slopes	500.00	315.00
100	lin. ft.	24" Concrete Pipe	3.05	305.00
27,000	cu. yds.	4" - 0" Material in Subbase	2.30	63,540.00
6,700	cu. yds.	4" - 2" Rock in Base	2.50	16,750.00

6,100	cu. yds.	3/4" - 0" Rock in Base and Shoulders	$ 2.50	$ 15,250.00
500	cu. yds.	Salvaging Surfacing Materials	1.00	500.00
750	M-gals.	Sprinkling	2.50	1,875.00
3.05	miles	Preparation of Base	150.00	457.50
5,300	cu. yds.	Furnishing and Placing Aggregates	3.50	18,550.00
330	tons	Furnishing and Placing 121-150 Asphalt	30.00	9,900.00
54	tons	Furnishing and Placing RC-3 or Emulsified Asphalt	30.00	1,620.00
All Required		Obliteration of Detour		500.00
				$163,042.50

County Line Bridge (Sta. 1524+11.66 to 1524+28.46)
(Contract No. 2588)

All Required		Preparation of Existing Bridge and Provision for Maint. of Traffic (90%)		$ 400.00
All Required		Shoring, Cribbing, Etc. (80%)		400.00
85	cu. yds.	Structural Excavation	$ 3.00	255.00
10	cu. yds.	Structural Excavation Below Elevation Shown	4.00	40.00
60	cu. yds.	Class "A" Concrete	30.00	1,800.00
12,500	lbs.	Transporting and Placing Reinforcing Steel	.04	500.00
				$ 3,395.00
		Subtotal		$163,042.50
		10% Engr. & Cont.		16,304.25
		Total		$642,226.75
		Length of Roadway	6.826 miles	
		Cost per mile	$ 94,085.37	

Grading and Bituminous Macadam Shoulders (Sta. 1415+35.9 to 1513+07.7) (Sta. 1525+59.4 to 1529+27.1) (Contract No. 2596)

All Required		Clearing and Grubbing		$ 5,240.00
100	cu. yds.	Structural Excavation, Unclassified	$ 3.00	300.00
20,000	cu. yds.	General Excavation, Unclassified	.60	12,000.00
80,000	yd. stas.	Short Overhaul	.03	2,400.00
2,000	C-yd.stas.	Long Overhaul	.50	1,000.00
1.89	miles	Finishing Roadbed and Slopes	500.00	945.00
200	lin. ft.	12" Concrete Pipe	1.05	210.00
20	lin. ft.	24" Concrete Pipe	3.05	61.00
70	lin. ft.	30" Concrete Pipe	5.25	367.50
130	lin. ft.	Salvaging Culvert Pipe	2.00	260.00
1	only	Special Type "B" Manhole	200.00	200.00

9,700	cu. yds.	4" - 0" Material in Base	$ 2.30	$ 22,310.00
1,300	cu. yds.	4" - 2" Rock in Base	2.50	3,250.00
1,900	cu. yds.	3/4" - 0" Rock in Base and Shoulders	2.50	4,750.00
290	M-gals.	Sprinkling	2.50	725.00
1.88	miles	Preparation of Base	140.00	263.20
1,280	cu. yds.	Furnishing and Placing Aggregates	3.50	4,480.00
76	tons	Furnishing and Placing 121-150 Asphalt	30.00	2,280.00
20	tons	Furnishing and Placing RC-3 or Emulsified Asphalt	30.00	600.00
			Subtotal	$ 61,280.50
			10% Engr. & Cont.	6,128.05
			Total	$ 67,408.55

Length 1.885 miles
Cost per mile $ 35,760.50

22' Asphaltic Concrete Pavement (Sta. 2+73+64 to 552+62.5)
(Contract No. 2575)

All Required		Clearing and Grubbing		$ 4,368.00
12	cu. yds.	Removal of Miscel. Concrete Structures	$ 10.00	120.00
680	cu. yds.	Structural Excavation, Unclassified	3.00	2,040.00
41,500	cu. yds.	General Excavation, Unclassified	.50	20,750.00
81,500	yd. stas.	Short Overhaul	.03	2,445.00
3,900	C-yd.stas.	Long Overhaul	.40	1,560.00
1,400	lin. ft.	Rounding Cutbanks	.10	140.00
5.08	miles	Finishing Roadbed and Slopes	500.00	2,540.00
1,300	lin. ft.	18" Concrete Pipe	1.30	1,690.00
200	lin. ft.	18" Concrete Pipe	2.50	500.00
60	lin. ft.	24" Concrete Pipe	4.00	240.00
60	lin. ft.	36" Concrete Pipe	8.00	480.00
1,600	lin. ft.	Salvaging Culvert Pipe	1.00	1,600.00
110	cu. yds.	Class "A" Concrete in Culverts	40.00	4,400.00
30	sq. yds.	Concrete Driveways	3.00	90.00
20	sq. yds.	Concrete Walks	2.00	40.00
10	lin. ft.	Expansion Joints in Walks	.75	7.50
12	cu. yds.	Class "A" Concrete in Miscel. Structures	40.00	480.00
29,000	cu. yds.	3" - 0" Material in Base	2.00	58,000.00
6,500	cu. yds.	1" - 0" Material in Leveling Course and Shoulders	2.00	13,000.00
180	M-gals.	Sprinkling	2.00	360.00
11,000	tons	Class "B" Asphaltic Concrete in Pavement	7.00	77,000.00
				$192,043.50

22' Asphaltic Concrete Pavement (Sta. 1560+00 to 1596+00)
(Price Agreement No. 2, Contract No. 2576)

2,900	cu. yds.	Rock Borrow	$ 1.00	$ 2,900.00
2,700	cu. yds.	4½" - 0" Crushed Rock	1.60	4,320.00
1,800	cu. yds.	1" - 0" Crushed Rock	1.80	3,240.00
90	M-gals.	Sprinkling	2.00	180.00
1,770	tons	Class "B" Asphaltic Pavement (Base)	6.50	10,075.00
500	tons	Class "B" Asphaltic Pavement (Wearing Surface)	7.00	3,500.00
All Required				$ 23,815.00
All Required				
25	cu. yds.			
5	cu. yds.		Subtotal	$215,860.50
			10% Engr. & Cont.	21,586.05
35	cu. yds.			
44	S-Fdn.		Total	$237,446.55
47	lin. ft.			
		Length	3.763 miles	
		Cost per mile	$ 41,187.60	

20' Asphaltic Concrete Pavement (Sta. 1528+28.1 to 1560+00)
(Sta. 1596+00 to 1675+25) (Contract No. 2576)

900	tons	Class "B" Asphaltic Concrete Patching	$ 8.00	$ 7,200.00
			Subtotal	$ 7,200.00
			10% Engr. & Cont.	720.00
			Total	$ 7,920.00
		Length	2.101 miles	
		Cost per mile	$ 3,769.63	

INSIDE CITY OF CORVALLIS

32' Asphaltic Concrete Pavement
(Sta. 552+62.5 to 565+50) (Contract No. 2576)

All Required		Clearing and Grubbing		$ 218.00
600	sq. yds.	Removal of Pavement	$ 1.00	600.00
300	sq. yds.	Removal of Walks and Driveways	1.00	300.00
20	cu. yds.	Structural Excavation, Unclassified	3.00	60.00
4,500	cu. yds.	General Excavation, Unclassified	.50	2,250.00
4,500	yd.-stns.	Short Overhaul	.03	135.00
100	C-yd.stns.	Long Overhaul	.40	40.00
0.24	mile-yds.	Finishing Roadbed and Slopes	500.00	120.00
270	sq. yds.	Concrete Walks	2.00	540.00
68	lin. ft.	Expansion Joints in Walks	.25	17.00
1,200	cu. yds.	3" - 0" Material in Base	2.00	2,400.00

200	cu. yds.	1" - 6" Material in Leveling Course and Shoulders	$ 2.00	$ 400.00
10	M-gals.	Sprinkling	2.00	20.00
1,000	tons	Class "B" Asphaltic Concrete	7.00	7,000.00
				$ 14,798.00

Dixon Creek Bridge (Sta. 560+56.8 to 560+75.8) (Contract No. 2577)

All Required		Preparation of Existing Bridges and Provision for Maint. of Traffic (20%)		$ 400.00
All Required		Shoring, Cribbing, Etc. (20%)		300.00
25	cu. yds.	Structural Excavation	$ 3.00	75.00
5	cu. yds.	Structural Excavation Below Elevation Shown	5.00	25.00
33	cu. yds.	Class "A" Concrete	30.00	1,080.00
44	M-FBM	Untreated Lumber in Place	80.00	3,520.00
42	lin. ft.	Wooden Handrail	4.00	168.00
				$ 5,538.00

Subtotal	$ 19,836.00
10% Engr. & Cont.	1,983.60
Total	$ 21,819.60

Length	0.243 mile
Cost per mile	$ 89,792.59

46' Asphaltic Concrete Pavement (Sta. 565+50 to 578+05.8) (Contract No. 2576)

All Required		Clearing and Grubbing		$ 214.00
250	sq. yds.	Removal of Walks and Driveways	$ 1.00	250.00
750	lin. ft.	Removal of Curbs	.50	375.00
14	only	Removal of Catch Basins	10.00	140.00
400	cu. yds.	Structural Excavation, Unclassified	3.00	1,200.00
1,000	cu. yds.	General Excavation, Unclassified	.50	500.00
0.24	mile	Finishing Roadbed and Slopes	500.00	120.00
350	lin. ft.	8" Sewer Pipe	.70	245.00
900	lin. ft.	12" Sewer Pipe	1.30	1,170.00
90	lin. ft.	Extra for Installing Pipe Under Pavement	2.00	180.00
1	only	Adjusting Manhole	30.00	30.00
12	only	Concrete Catch Basins	30.00	360.00
3	only	Type "B" Manholes	50.00	150.00
90	cu. yds.	Concrete Curbs	30.00	2,700.00
70	sq. yds.	Concrete Driveways	3.00	210.00
110	sq. yds.	Concrete Walks	2.00	220.00

30	lin. ft.	Expansion Joints in Walks	$ .25	$ 7.50
800	cu. yds.	3" - 0" Material in Base	2.00	1,600.00
300	cu. yds.	1" - 0" Material in Leveling Course and Shoulders	2.00	600.00
30	cu. yds.	1" - 0" Material in Footpath Foundation Course	3.00 2.00	90.00 60.00
10	M-gals.	Sprinkling		
1,000	tons	Class "F" Asphaltic Concrete in Pavement	7.00	7,000.00
			Subtotal	$ 17,381.50
			10% Engr. & Cont.	1,738.15
			Total	$ 19,119.65

Length of Roadway 0.238 mile
Cost per mile $ 80,334.66

STRUCTURES

Ash Creek Bridge (Sta. 1287+81 to 1288+30)
(Contract No. 2567)

620	lin. ft.	Furnish Untreated Piles	$ .25	$ 155.00
20	only	Drive Untreated Piles	18.00	360.00
3.9	M-FBM	Untreated Lumber in Substructure	75.00	262.50
72.0	lin. ft.	Untreated Trestle Superstructure	26.50	1,908.00
				$ 2,685.50

Lumbermans Crossing Bridge (Sta. 1307+56 to 1310+60)
(Contract No. 2567)

2,980	lin. ft.	Furnish Untreated Piles	$ .25	$ 745.00
72	only	Drive Untreated Piles	18.00	1,296.00
15.5	M-FBM	Untreated Lumber in Substructure	73.00	1,162.50
306	lin. ft.	Untreated Trestle Superstructure	26.50	8,162.00
				$ 11,365.50

Soap Creek Bridge (Sta. 1466+27.89 to 1466+64.89)
(Contract No. 2568)

All Required		Preparation of Existing Bridges and Provision for Maint. of Traffic (40%)		$ 800.00
				800.00
All Required		Shoring, Cribbing, Etc. (40%)		795.00
265	cu. yds.	Structural Excavation	$ 3.00	
10	cu. yds.	Structural Excavation Below Elevation Shown	4.00	40.00
190	cu. yds.	Class "A" Concrete	30.00	5,700.00
30,000	lbs.	Transporting and Placing Reinforcing Steel	.04	1,200.00
				$ 9,335.00

Bear Creek Bridge (Sta. 1471+11.84 to 1471+53.84)
(Contract No. 2580)

All Required		Preparation of Existing Bridges and Provision for Maint. of Traffic (40%)		$ 800.00
All Required		Shoring, Cribbing, Etc. (40%)		800.00
290	cu. yds.	Structural Excavation	$ 3.00	870.00
10	cu. yds.	Structural Excavation Below Elevation Shown	4.00	40.00
190	cu. yds.	Class "A" Concrete	30.00	5,700.00
30,000	lbs.	Transporting and Placing Reinforcing Steel	.04	1,200.00
				$ 9,410.00

Knotts Creek Bridge (Sta. 403+38 to 403+67)
(Contract No. 2577)

All Required		Preparation of Existing Bridges and Provision for Maint. of Traffic (40%)		$ 800.00
All Required		Shoring, Cribbing, Etc. (40%)		600.00
120	cu. yds.	Structural Excavation	$ 3.00	360.00
5	cu. yds.	Structural Excavation Below Elevation Shown	5.00	25.00
95	cu. yds.	Class "A" Concrete	30.00	2,850.00
16,900	lbs.	Transporting and Placing Reinforcing Steel	.04	676.00
				$ 5,311.00

Louisburg Bridge (Sta. 343+16.1 to 343+45.1)
(Contract No. 2577)

All Required		Preparation of Existing Bridges and Provision for Maint. of Traffic (40%)		$ 800.00
All Required		Shoring, Cribbing, Etc. (40%)		600.00
125	cu. yds.	Structural Excavation	$ 3.00	375.00
5	cu. yds.	Structural Excavation Below Elevation Shown	5.00	25.00
100	cu. yds.	Class "A" Concrete	30.00	3,000.00
18,100	lbs.	Transporting and Placing Reinforcing Steel	.04	724.00
				$ 5,524.00

Luckiamute River Bridge (Sta. 1284+75.09 to Sta. 1287+76.17)
(Contract No. 2586)

3,200	lin. ft.	Furnish Untreated Piles	$ .37	$ 1,184.00
68	only	Drive Untreated Piles	18.00	1,224.00
22	M-FBM	Untreated Lumber in Substructure	80.00	1,760.00
235	lin. ft.	Untreated Trestle Superstructure	27.00	6,345.00
All Required		Untreated Wood Truss Span		4,800.00
				$ 15,313.00

Molalla Undercrossing (Sta. 1271+99.42)
(Contract No. 2589)

All Required	Provision for Maintenance of Railroad Traffic			$ 2,300.00
All Required	Shoring, Cribbing, Etc.			1,000.00
600 cu. yds.	Structural Excavation	$ 3.00		1,800.00
68 cu. yds.	Structural Excavation Below Elevation Shown	10.00		200.00
85 cu. yds.	Class "A" Concrete	26.00		2,210.00
4,500 lbs.	Transporting and Placing Reinforcing Steel	.04		180.00
16 M-FBM	Treated Lumber in Place	172.00		1,352.00
				$ 9,642.00
	Subtotal			$ 68,586.00
	10% Engr. & Cont.			6,858.60
	Total			$ 75,444.60

Length of Structures 0.155 mile

SUMMARY OF FUNDS REQUESTED

Item	Total Cost	Federal Aid Funds	State Funds
Lands, Rights of Way, Easements	$ 52,000.00	$ 50,550.00	$ 1,450.00
Roadwork			
Inside City of Monmouth:			
Bit. Mac. Wearing Surface	22,195.25	21,576.45	618.80
Outside Cities:			
Bit. Mac. Wearing Surface	642,226.75	624,321.00	17,905.75
Bit. Mac. Shoulders	67,408.55	65,529.00	1,879.55
22' Asphaltic Concrete Pavement	237,446.55	227,279.00	10,167.55
20' Asphaltic Concrete Pavement	7,920.00	7,581.00	339.00
Inside City of Corvallis:			
33' Asphaltic Concrete Pavement	21,819.60	21,211.00	608.60
46' Asphaltic Concrete Pavement	19,119.65	18,587.00	532.65
	75,444.60	73,341.00	2,103.60
Structures			
	$1,145,580.95	*$1,109,975.45	$35,605.50

* Includes $106,011.00 from State's credit balance of $226,011.00 accrued by State's expenditures and obligations incurred prior to January 1, 1942 on other access road projects.

NON-PARTICIPATING

Reinforcing Steel Furnished by State

112,000	lbs.	Reinforcing Steel	$ .035	$ 3,920.00

Extra Width Paving, Its. (Sta. 1560+00 to 1596+00)
Price Agreement No. 2, Contract No. 2576

All Required		Clearing and Grubbing		$ 170.00
1,350	cu. yds.	Blade Excavation	.30	405.00
5,700	cu. yds.	Rock Borrow	1.00	5,700.00
200	cu. yds.	Trench Excavation	2.00	400.00
100	lin. ft.	Salvage Culvert Pipe	1.00	100.00
1,500	cu. yds.	4½" - 0" Crushed Rock	1.60	2,400.00
2,100	cu. yds.	1" - 0" Crushed Rock	1.80	3,780.00
80	M-gals.	Sprinkling	2.00	160.00
550	tons	Class "B" Asphaltic Pavement (Base)	6.50	3,575.00
160	tons	Class "D" Asphaltic Pavement (Wearing Surface)	7.00	1,120.00
				$ 17,790.00
				$ 21,710.00

State Funds for Construction: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939
State Funds for Maintenance: Chap. 529, Laws 1939

Oregon State Highway Department

Federal Access Road
Project No. DA-PR 5

MONMOUTH-CORVALLIS SECTION OF THE

PACIFIC HIGHWAY EAST IN POLK AND BENTON COUNTIES

(Estimate as basis for project agreement. Based on low bid prices.)

April 1943
Salem, Oregon, ~~October 1, 1942~~

All Required — Lands, Rights of Way, Easements, Etc. — $ 52,000.00

ROADWORK

INSIDE CITY OF MONMOUTH

Grading (Sta. 1037+68 to 1057+32) (Contract No. 2586)

All Required		Clearing and Grubbing			$ 967.00
20	cu. yds.	Structural Excavation, Unclassified		$ 3.00	60.00
4,000	cu. yds.	General Excavation, Unclassified		.35	1,400.00
22,000	yd. stas.	Short Overhaul		.03	660.00
0.37	mile	Finishing Roadbed and Slopes		300.00	1[illegible].00
100	lin. ft.	12" Concrete Pipe		1.30	130.00
100	lin. ft.	18" Concrete Pipe		2.50	[illegible].00
					$ 3,[illegible].00

Bituminous Macadam Wearing Surface
(Sta. 1037+68 to 1057+32) (Contract No. 2595)

1	only	Adjustment of Manholes	$ 30.00	$ 30.00
350	sq. yds.	Concrete Walks	4.00	1,400.00
3,100	cu. yds.	4" - 0" Material in Subbase	2.00	6,200.00
1,000	cu. yds.	4" - 2" Rock in Base	2.75	2,750.00
1,000	cu. yds.	3/4" - 0" Rock in Base and Shoulders	2.75	2,750.00
100	M-gals.	Sprinkling	2.00	200.00
0.37	mile	Preparation of Base	150.00	55.50
[illegible]	cu. yds.	Furnishing and Placing Aggregates	4.00	[illegible]
35	tons	Furnishing and Placing 120-150 Asphalt	30.00	1,050.00
5	tons	Furnishing and Placing RC-3 or Emulsified Asphalt	30.00	[illegible]
				$ 16,[illegible].50
		Subtotal		$ 20,177.[illegible]
		10% Engr. & Cont.		2,017.[illegible]
		Total		$ [illegible],193.[illegible]

Length — 0.372 mile
Cost per mile — $ [illegible],664.[illegible]

OUTSIDE CITIES

Grading (Sta. 1057+32 to 1331+00) (Contract No. P586)

All Required		Clearing and Grubbing		$ 9,433.00
230	cu. yds.	Structural Excavation, Unclassified	$ 3.00	690.00
436,000	cu. yds.	General Excavation, Unclassified	.35	153,600.00
1,778,000	yd. stas.	Short Overhaul	.03	53,340.00
68,000	S-yd.stns.	Long Overhaul	.40	27,200.00
8,000	lin. ft.	Rounding Cutbanks	.10	800.00
6.19	miles	Finishing Roadbed and Slopes	500.00	3,095.00
1,300	lin. ft.	18" Concrete Pipe	2.50	3,250.00
650	lin. ft.	24" Concrete Pipe	3.50	2,275.00
120	lin. ft.	40" Concrete Pipe	15.00	1,800.00
100	M-gals.	Sprinkling	2.00	200.00
				$261,683.00

Bituminous Macadam Wearing Surface
(Sta. 1057+42 to 1257+40) (Contract No. P595)

30,900	cu. yds.	4" - 0" Material in Subbase	$ 2.00	$ 61,800.00
10,000	cu. yds.	4" - 0" Rock in Base	2.75	27,500.00
10,300	cu. yds.	3/4" - 0" Rock in Base and Shoulders	2.75	28,325.00
900	M-gals.	Sprinkling	2.00	1,800.00
3.78	miles	Preparation of Base	150.00	567.00
5,720	cu. yds.	Furnishing and Placing Aggregates	4.00	22,880.00
333	tons	Furnishing and Placing 121-150 Asphalt	30.00	10,000.00
55	tons	Furnishing and Placing MC-3 or Emulsified Asphalt	30.00	1,650.00
				$ 155,722.00

Grading and Bituminous Macadam Wearing Surface
(Sta. 1257+40 to 1411+92 - 1415+35.9)
(Sta. 1511+07.7 to 1528+58.4) (Contract No. 2596)

All Required		Clearing and Grubbing		$ 1,750.00
4,600	sq. yds.	Removal of Pavement	$ .50	2,300.00
10	cu. yds.	Structural Excavation, Unclassified	3.00	30.00
13,000	cu. yds.	General Excavation, Unclassified	.60	7,800.00
83,000	yd. stas.	Short Overhaul	.03	2,490.00
200	S-yd.stns.	Long Overhaul	.50	100.00
4,000	lin. ft.	Rounding Cutbanks	.15	600.00
0.63	mile	Finishing Roadbed and Slopes	500.00	315.00
100	lin. ft.	24" Concrete Pipe	3.00	300.00
27,000	cu. yds.	4" - 0" Material in Subbase	2.30	62,100.00
6,700	cu. yds.	4" - 0" Rock in Base	2.50	16,750.00

6,100	cu. yds.	3/4" - 0" Rock in Base and Shoulders	$ 2.50	$ 15,250.00
500	cu. yds.	Salvaging Surfacing Materials	1.00	500.00
750	M-gals.	Sprinkling	2.50	1,875.00
3.00	Miles	Preparation of Base	150.00	450.00
5,300	cu. yds.	Furnishing and Placing Aggregates	3.50	18,550.00
330	tons	Furnishing and Placing 12½-15% Asphalt	30.00	9,900.00
54	tons	Furnishing and Placing RC-3 or Emulsified Asphalt	30.00	1,620.00
All Required		Obliteration of Detour		500.00
				$163,042.50

County Line Bridge (Sta. 1524+11.66 to 1524+28.46)
(Contract No. 2568)

All Required		Preparation of Existing Bridge and Provision for Maint. of Traffic (20%)		$ 400.00
All Required		Shoring, Cribbing, Etc. (20%)		400.00
85	cu. yds.	Structural Excavation	$ 3.00	255.00
10	cu. yds.	Structural Excavation Below Elevation Shown	4.00	40.00
60	cu. yds.	Class "A" Concrete	30.00	1,800.00
12,500	lbs.	Transporting and Placing Reinforcing Steel	.04	500.00
				$ 3,395.00
		Subtotal		$166,842.50
		10% Engr. & Cont.		16,684.25
		Total		$183,526.75
		Length of Roadway	5.826 miles	
		Cost per mile	$ 31,503.37	

Grading and Bituminous Roadway Shoulders (Sta. 1413+33.9 to 1513+07.7) (Sta. 1525+38.4 to 1528+28.1) (Contract No. 2596)

All Required		Clearing and Grubbing		$ 5,249.00
100	cu. yds.	Structural Excavation, Unclassified	$ 3.00	300.00
20,000	cu. yds.	General Excavation, Unclassified	.60	12,000.00
80,000	yd. stas.	Short Overhaul	.03	2,400.00
2,000	C-yd.stas.	Long Overhaul	.50	1,000.00
1.89	miles	Finishing Roadbed and Slopes	500.00	945.00
200	lin. ft.	12" Concrete Pipe	1.05	210.00
20	lin. ft.	24" Concrete Pipe	3.00	61.00
70	lin. ft.	30" Concrete Pipe	5.25	367.50
130	lin. ft.	Salvaging Culvert Pipe	2.00	260.00
1	only	Special Type "S" Manhole	200.00	200.00

9,700	cu. yds.	4" - 0" Material in Base	$ 2.30	$ 22,310.00
1,300	cu. yds.	4" - 0" Rock in Base	2.50	3,250.00
1,900	cu. yds.	3/4" - 0" Rock in Base and Shoulders	2.50	4,750.00
250	M-gals.	Sprinkling	2.50	625.00
1.88	miles	Preparation of Base	150.00	282.00
1,200	cu. yds.	Furnishing and Placing Aggregates	3.50	4,200.00
76	tons	Furnishing and Placing 121-150 Asphalt	30.00	2,280.00
20	tons	Furnishing and Placing RC-3 or Emulsified Asphalt	30.00	600.00
		Subtotal		$ 61,280.50
		10% Engr. & Cont.		6,128.05
		Total		$ 67,408.55
		Length 1.884 miles		
		Cost per mile $ 35,760.50		

22' Asphaltic Concrete Pavement (Sta. 283+64 to 552+62.5)
(Contract No. 2976)

All Required		Clearing and Grubbing		$ 4,960.00
12	cu. yds.	Removal of Miscel. Concrete Structures	$ 10.00	120.00
680	cu. yds.	Structural Excavation, Unclassified	3.00	2,040.00
41,500	cu. yds.	General Excavation, Unclassified	.50	20,750.00
81,500	yd. stns.	Short Overhaul	.03	2,445.00
3,900	C-yd.stns.	Long Overhaul	.40	1,560.00
1,400	lin. ft.	Rounding Cutbanks	.10	140.00
5.08	miles	Finishing Roadbed and Slopes	500.00	2,540.00
1,300	lin. ft.	12" Concrete Pipe	1.30	1,690.00
200	lin. ft.	18" Concrete Pipe	2.50	500.00
60	lin. ft.	24" Concrete Pipe	4.00	240.00
60	lin. ft.	36" Concrete Pipe	8.00	480.00
1,600	lin. ft.	Salvaging Culvert Pipe	1.00	1,600.00
110	cu. yds.	Class "A" Concrete in Culverts	40.00	4,400.00
30	sq. yds.	Concrete Driveways	3.00	90.00
20	sq. yds.	Concrete Walks	2.00	40.00
10	lin. ft.	Expansion Joints in Walks	.25	2.50
12	cu. yds.	Class "A" Concrete in Miscel. Structures	40.00	480.00
29,000	cu. yds.	3" - 0" Material in Base	2.00	58,000.00
6,500	cu. yds.	1" - 0" Material in Leveling Course and Shoulders	2.00	13,000.00
180	M-gals.	Sprinkling	2.00	360.00
11,000	tons	Class "B" Asphaltic Concrete in Pavement	7.00	77,000.00
		~~Subtotal~~		$192,045.50
		~~10% Engr. & Cont.~~		~~19,204.55~~
		~~Total~~		~~$211,250.05~~

A →

		Length of Roadway	5.083 miles	
		Cost per mile	$ 41,560.11	

INDIAN CREEK TO CORVALLIS

3" Asphaltic Concrete Pavement
(Sta. 5+00.0 to 56+00) (Contract No. 2376)

All Required		Clearing and Grubbing		$ 215.00
600	sq. yds.	Removal of Pavement	$ 1.00	600.00
300	sq. yds.	Removal of Walks and Driveways	1.00	300.00
20	cu. yds.	Structural Excavation, Unclassified	3.00	60.00
4,500	cu. yds.	General Excavation, Unclassified	.50	2,250.00
4,500	yd. sta.	Short Overhaul	.03	135.00
100	C-yd.sta.	Long Overhaul	.40	40.00
0.24	mile	Finishing Roadbed and Slopes	500.00	120.00
270	sq. yds.	Concrete Walks	2.00	540.00
60	lin. ft.	Expansion Joints in Walks	.25	15.00
1,200	cu. yds.	3" - 0" Material in Base	2.00	2,400.00
200	cu. yds.	1" - 0" Material in Leveling Course and Shoulders	2.00	400.00
10	M-gals.	Sprinkling	2.00	20.00
1,600	tons	Class "B" Asphaltic Concrete	7.00	7,000.00
				$ 14,295.00

Mingo Creek Bridge (Sta. 460+16.8 to 460+73.8)
(Contract No. 2377)

All Required		Preparation of Existing Bridges and Provision for Maint. of Traffic (20%)		$ 400.00
All Required		Shoring, Cribbing, Etc. (20%)		300.00
25	cu. yds.	Structural Excavation	$ 3.00	75.00
5	cu. yds.	Structural Excavation Below Elevation Shown	5.00	25.00
35	cu. yds.	Class "A" Concrete	30.00	1,050.00
44	M-FBM	Untreated Lumber in Place	80.00	3,520.00
42	lin. ft.	Wooden Handrail	4.00	168.00
				$ 5,538.00
		Subtotal		$ 19,833.00
		10% Engr. & Cont.		1,983.60
		Total		$ 21,819.60

Length	0.243 mile
Cost per mile	$ 89,792.99

Asphaltic Concrete Pavement

(Sta. [illegible] to 575+05.3) (Contract No. 2576)

All Required		Clearing and Grubbing		$ 214.00
290	sq. yds.	Removal of Walks and Driveways	$ 1.00	290.00
750	lin. ft.	Removal of Curbs	.50	375.00
14	emly	Removal of Catch Basins	10.00	140.00
400	cu. yds.	Structural Excavation, Unclassified	3.00	1,200.00
1,000	cu. yds.	General Excavation, Unclassified	.50	500.00
0.84	mile	Finishing Roadbed and Slopes	500.00	120.00
350	lin. ft.	8" Sewer Pipe	.70	245.00
900	lin. ft.	12" Sewer Pipe	1.30	1,170.00
90	lin. ft.	Extra for Installing Pipe Under Pavement	2.00	180.00
1	emly	Adjusting Manhole	30.00	30.00
12	emly	Concrete Catch Basins	30.00	360.00
3	emly	Type "S" Manholes	50.00	150.00
90	cu. yds.	Concrete Curbs	30.00	2,700.00
70	sq. yds.	Concrete Driveways	3.00	210.00
112	sq. yds.	Concrete Walks	2.00	224.00
30	lin. ft.	Expansion Joints in Walks	.25	7.50
800	cu. yds.	3" - 0" Material in Base	2.00	1,600.00
300	cu. yds.	1" - 0" Material in Leveling Course and Shoulders	2.00	600.00
30	cu. yds.	1" - 0" Material in Footpath Foundation Course	3.00	90.00
10	M-gals.	Sprinkling	2.00	20.00
2,000	tons	Class "H" Asphaltic Concrete in Pavement	7.00	7,000.00
			Subtotal	$ 17,381.50
			10% Engr. & Cont.	1,737.15
			Total	$ 19,119.65

Length of Roadway 0.838 mile
Cost per mile $ 20,334.66

STRUCTURES

Ash Creek Bridge (Sta. 10[illegible]7+81 to 10[illegible]+50)

(Contract No. 2577)

620	lin. ft.	Furnish Untreated Piles	$ .25	$ 155.00
20	emly	Drive Untreated Piles	18.00	360.00
3.5	M-FBM	Untreated Lumber in Substructure	75.00	262.50
72.0	lin. ft.	Untreated Trestle Superstructure	26.50	1,908.00
				$ 2,685.50

Inchiomata Overflow Bridge (Sta. 1307+96 to 1310+60)
(Contract No. 2577)

2,980	lin. ft.	Furnish Untreated Piles	$ .25	$ 745.00
72	only	Drive Untreated Piles	18.00	1,296.00
15.3	M-FBM	Untreated Lumber in Substructure	77.00	1,178.10
308	lin. ft.	Untreated Trestle Superstructure	26.50	8,162.00
				$ 11,381.10

Soap Creek Bridge (Sta. 1466+32.84 to 1466+64.84)
(Contract No. 2577)

All Required		Preparation of Existing Bridges and Provision for Maint. of Traffic (40%)		$ 800.00
All Required		Shoring, Cribbing, Etc. (40%)		800.00
265	cu. yds.	Structural Excavation	$ 3.00	795.00
10	cu. yds.	Structural Excavation Below Elevation Shown	4.00	40.00
190	cu. yds.	Class "A" Concrete	30.00	5,700.00
30,000	lbs.	Transporting and Placing Reinforcing Steel	.04	1,200.00
				$ 9,335.00

Soap Creek Bridge (Sta. 1471+11.84 to 1471+53.84)
(Contract No. 2578)

All Required		Preparation of Existing Bridges and Provision for Maint. of Traffic (40%)		$ 800.00
All Required		Shoring, Cribbing, Etc. (40%)		800.00
290	cu. yds.	Structural Excavation	$ 3.00	870.00
10	cu. yds.	Structural Excavation Below Elevation Shown	4.00	40.00
190	cu. yds.	Class "A" Concrete	30.00	5,700.00
30,000	lbs.	Transporting and Placing Reinforcing Steel	.04	1,200.00
				$ 9,410.00

Knettle Creek Bridge (Sta. 483+38 to 483+67)
(Contract No. 2577)

All Required		Preparation of Existing Bridges and Provision for Maint. of Traffic (40%)		$ 800.00
All Required		Shoring, Cribbing, Etc. (40%)		800.00
120	cu. yds.	Structural Excavation	$ 3.00	360.00
5	cu. yds.	Structural Excavation Below Elevation Shown	5.00	25.00
95	cu. yds.	Class "A" Concrete	30.00	2,850.00
16,900	lbs.	Transporting and Placing Reinforcing Steel	.04	676.00
				$ 5,311.00

Lewisburg Bridge (Sta. 343+16.1 to 343+43.3)
(Contract No. 2577)

All Required	Preparation of Existing Bridges and Provision for Maint. of Traffic (40%)		$ 800.00
All Required	Shoring, Cribbing, Etc. (40%)		680.00
125 cu. yds.	Structural Excavation	$ 3.00	375.00
5 cu. yds.	Structural Excavation Below Elevation Shown	5.00	25.00
100 cu. yds.	Class "A" Concrete	30.00	3,000.00
18,100 lbs.	Transporting and Placing Reinforcing Steel	.04	724.00
			$ 5,924.00

Lackawaxen River Bridge (Sta. 1284+75.8 to Sta. 1287+76.17)
(Contract No. 2585)

3,200 lin. ft.	Furnish Untreated Piles	$ .37	$ 1,184.00
68 only	Drive Untreated Piles	18.00	1,224.00
22 M-FBM	Untreated Lumber in Substructure	80.00	1,760.00
235 lin. ft.	Untreated Trestle Superstructure	27.00	6,345.00
All Required	Untreated Wood Truss Span		4,800.00
			$ 15,313.00

Kalmick Undercrossing (Sta. 1271+99.42)
(Contract No. 2589)

All Required	Provision for Maintenance of Railroad Traffic		$ 2,300.00
All Required	Shoring, Cribbing, Etc.		1,000.00
600 cu. yds.	Structural Excavation	$ 3.00	1,800.00
20 cu. yds.	Structural Excavation Below Elevation Shown	10.00	200.00
84 cu. yds.	Class "A" Concrete	26.00	2,210.00
4,500 lbs.	Transporting and Placing Reinforcing Steel	.04	180.00
16 M-FBM	Treated Lumber in Place	122.00	1,952.00
			$ 9,642.00

Subtotal	$ 68,886.00
10% Engr. & Cont.	6,858.60
Total	$ 75,444.60

Length of Structures 0.155 mile

SUMMARY OF FUNDS REQUESTED

Item	Total Cost	Federal Aid Funds	State Funds
Lands, Rights of Way, Easements	$ 52,000.00	$ 50,550.00	$ 1,450.00
Roadwork			
Inside City of Monmouth:			
Bit. Mac. Wearing Surface	22,195.25	21,976.45	618.80
Outside Cities:			
Bit. Mac. Wearing Surface	642,226.73	624,321.00	17,905.73
Bit. Mac. Shoulders	67,408.55	65,529.00	1,879.55
22' Asphaltic Conc. Pavement	337,446.55 ~~211,~~	~~00~~ 227,279.00	339.00 → 10,167.55
	7920 p°	7581.00	
20' " " "			
Inside City of Corvallis:			
32' Asphaltic Conc. Pavement	21,819.60	21,211.00	608.60
46' Asphaltic Conc. Pavement	19,119.65	18,587.00	532.65
	75,444.60	73,341.00	2,103.60
Structures			
	$1,111,464.45	$1,080,475.45	$30,989.00
	1,145,580.95	1,109,975.45	25,605.50

NON-PARTICIPATING

Reinforcing Steel Furnished by State

112,000 lbs.	Reinforcing Steel	$ .035	$ 3,920.00

(B)

* Includes $186,011.00 from State's credit balance of $226,011.00 accrued by State's expenditures and obligations incurred prior to January 1, 1942 on other access road projects.

State Funds for Construction: Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. 529, laws 1939
State Funds for Maintenance: Chap. 529, laws 1939

E

AGENDA
1-a

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

March 23, 1943

REFERRED TO
By Chief Engineer
agenda

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Your letter of January 29, 1943, concerning the repair of a section of U. S. Highway 99-W within the limits of Camp Adair and also within the limits of Oregon Project DA-WR 5, has been given considerable study.

The records of the Public Roads Administration indicate that:

(1) Substantial damage was found to have occurred.
(2) Damage was entirely due to cantonment construction activities.
(3) The principal damage was caused between April 15 and August 15, 1942 (mainly during the spring break-up when the subgrade was saturated).
(4) The armed forces of the U. S. Army caused no part of the damage to this section of road.
(5) The highway was in a dangerous condition.

While the section of road in question was excluded from the mileage covered by the project statement it is between portions of highway on which it is contemplated to expend about $1,000,000 of access road funds for construction. The record clearly shows that before you undertook the work on this section of the highway it was in serious need of improvement, and such work was necessary to permit the proper utilization of the mileage covered by the project statement. Therefore, the work done by your organization, including what may be termed betterment as well as the maintenance, may be considered eligible for reimbursement with access road funds. Acting upon the recommendation of this office, the Commissioner of Public Roads has determined that, subject to our further recommendation that all of the work was accomplished in a satisfactory manner, the entire sum of $29,500 requested may be added to DA-WR 5 as a contingency item. Payment of the amount in question or any part thereof will, of course, be subject to the usual audit. We have also been advised that the execution of the agreement now in the Washington Office, which you returned to us with your letter of January 4, 1943, is being deferred pending disposition of the present question. It may be found desirable to draw a complete new agreement to include the proposed reimbursement. An additional amount of $29,500 of access funds has been reserved for this purpose. If all of this sum is not used, the remainder will as usual revert to the general fund.

RECEIVED
MAR 24 1943
OREGON
STATE HIGHWAY COMMISSION

Will you kindly prepare and submit the customary number of copies of a project agreement estimate including the maintenance and betterment work, and such supporting documents as may be readily available or that you find it possible to prepare without too great an expenditure of time and funds. This latter should in any event include ties to DA-WR-5, a profile and cross-section.

As the agreement which the Commission has already executed and which is now in Washington will not be executed by the Commissioner of Public Roads, it will, of course, be impossible to pay any vouchers on the project until such time as the new agreement is completely executed.

Very truly yours,

W. H. LYNCH
District Engineer

March 23, 1943

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Your letter of January 29, 1943, concerning the repair of a section of U. S. Highway 99-W within the limits of Camp Adair and also within the limits of Oregon Project DA-WR 5, has been given considerable study.

The records of the Public Roads Administration indicate that:

(1) Substantial damage was found to have occurred.
(2) Damage was entirely due to cantonment construction activities.
(3) The principal damage was caused between April 15 and August 15, 1942 (mainly during the spring break-up when the subgrade was saturated).
(4) The armed forces of the U. S. Army caused no part of the damage to this section of road.
(5) The highway was in a dangerous condition.

While the section of road in question was excluded from the mileage covered by the project statement it is between portions of highway on which it is contemplated to expend about $1,000,000 of access road funds for construction. The record clearly shows that before you undertook the work on this section of the highway it was in serious need of improvement, and such work was necessary to permit the proper utilization of the mileage covered by the project statement. Therefore, the work done by your organization, including what may be termed betterment as well as the maintenance, may be considered eligible for reimbursement with access road funds. Acting upon the recommendation of this office, the Commissioner of Public Roads has determined that, subject to our further recommendation that all of the work was accomplished in a satisfactory manner, the entire sum of $29,500 requested may be added to DA-WR 5 as a contingency item. Payment of the amount in question or any part thereof will, of course, be subject to the usual audit. We have also been advised that the execution of the agreement now in the Washington Office, which you returned to us with your letter of January 4, 1943, is being deferred pending disposition of the present question. It may be found desirable to draw a complete new agreement to include the proposed reimbursement. An additional amount of $29,500 of access funds has been reserved for this purpose. If all of this sum is not used, the remainder will as usual revert to the general fund.

Will you kindly prepare and submit the customary number of copies of a project agreement estimate including the maintenance and betterment work, and such supporting documents as may be readily available or that you find it possible to prepare without too great an expenditure of time and funds. This latter should in any event include ties to DA-WR-5, a profile and cross-section.

As the agreement which the Commission has already executed and which is now in Washington will not be executed by the Commissioner of Public Roads, it will, of course, be impossible to pay any vouchers on the project until such time as the new agreement is completely executed.

Very truly yours,

W. H. LYNCH
District Engineer

January 29, 1943

Mr. W. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 7300
Portland, Oregon

Dear Sir:

We refer to previous correspondence relating to the repair of damage suffered by a section of U. S. Highway 99-W, within the limits of Camp Adair, North of Corvallis, which damage was the result of concentrated heavy hauling involved in the construction of the Camp Adair cantonment. We refer particularly to your letter of December 11, advising that your Washington Office has ruled that our claim for reimbursement for this repair, under the provisions of Section 10 of the Defense Highway Act of 1941, cannot be allowed for the reason that the damage was done by War Department contractors and not by the Army itself.

The ruling of the Washington Office is, admittedly, in conformance with a technical interpretation of Section 10 of the Defense Act, but we question its conformance with the intent of the Act. However that may be, the ruling leaves the State of Oregon "holding the sack" for damage which it permitted only at the urgent request of War Department officials as a means of expediting the performance of War Department contracts, and only with the belief and understanding that the repair of the damage would be reimbursable by the Federal Government under authority of said Section 10 of the Defense Act.

We feel that this case merits some further consideration and that an effort should be made by the PRA to find a means through which the State can be reimbursed. If it is impossible to bring the reimbursement within the provisions of the Defense Act by a more broad interpretation of the meaning of the clause "damaged by the Army or the Navy," we suggest that the work be now authorized as an access road project, or as a part of Access Road Project DADB-5. Authorization as a part of Project DADB-5 appears to be feasible as the

section of highway affected is within the [redacted] limits of that project.

In this connection, we point out that if we had felt that there was any doubt as to reimbursement being allowed under Section 10 of the Defense Act, we would have asked for, and you probably would have approved, the inclusion of the work as a part of Project DARE-5 before we would have undertaken the work. This being the case, the inclusion of the work as a part of Project DARE-5 on a retro-active basis would seem to be entirely proper.

The section of highway affected is approximately two miles in length. On a portion 3,000 feet in length, the existing bituminous pavement was destroyed and had to be replaced in its entirety at a cost of approximately $24,000. Patching of other portions of the 2-mile section has cost approximately $8,000. As the width of pavement on the 3000-foot unit was increased from 20 feet to 22 feet, about $2,500 of the above costs would represent betterment. The total amount chargeable as repair cost would, therefore, be about $29,500.

Your further consideration of this matter, and an effort to obtain favorable action for us, will be appreciated.

Very truly yours,

R. H. Baldock
Chief Engineer

SHP:ER

section of highway affected is within the over-all limits of that project.

In this connection, we point out that if we had felt that there was any doubt as to reimbursement being allowed under Section 10 of the Defense Act, we would have asked for, and you probably would have approved, the inclusion of the work as a part of Project DARE-5 before we would have undertaken the work. This being the case, the inclusion of the work as a part of Project DARE-5 on a retro-active basis would seem to be entirely proper.

The section of highway affected is approximately two miles in length. On a portion 3,000 feet in length, the existing bituminous pavement was destroyed and had to be replaced in its entirety at a cost of approximately $24,000. Patching of other portions of the 2-mile section has cost approximately $8,000. As the width of pavement on the 3000-foot unit was increased from 20 feet to 22 feet, about $2,500 of the above costs would represent betterment. The total amount chargeable as repair cost would, therefore, be about $29,500.

Your further consideration of this matter, and an effort to obtain favorable action for us, will be appreciated.

Very truly yours,

R. E. Baldock
Chief Engineer

SHP:ER

Based on 22' Pav. width
Original 20' " "

P.A. — Est.			Final Est. as constructed
Exc.	1400 cy @ 30¢	= $ 420.00	2000 $ 600.
Clr. Sh.	all	150.00	all 150.
RK Borrow	5900 @ 1¢	5900.00 (5070)	8173 8173.
Trench RK	100 @ 2¢	200.	193 386.
12" Pipe	400 @ 1.30	520.	99 247.50
18" "	30 @ 2.50	75.	
Sub. Pipe	200 @ 1¢	200.	
4½-0 RK	3200 @ 1.60	5120.00 ✓	4211 6737.60
1"-0 "	1300 @ 1.80	2340.00 ✓	3994 7189.20
Spince	50 M @ 2¢	100.	166.7 333.40 ✓
Asph. Con.	1800 @ 6.50	11700. ✓	2077.41 13503.17
" "	420 @ 7¢	2940. ✓	645.64 4519.48
		$ 29,665.	41789.35
			7036.08
			$ 48,825.43

Chargeable to replacement.

2950	RK Bor.	—	$ 2950.
3200	4½-RK		5120.
1300	1" "		2340.
166.7	Water		333.40
1800	Tons B		11700.
420	" Top.		2940.
879.5	" Patch		7036.08 — x
	Total		$ 32,419.48

25

...ELL, CHAIRMAN
...LAND
...ON W. CLOUGH, MEMBER
CANYONVILLE
HERMAN OLIVER, MEMBER
JOHN DAY

OREGON
STATE HIGHWAY COMMISSION

R. H. BALDOCK, CHIEF ENGINEER
C. B. McCULLOUGH, ASS'T CHIEF ENGINEER
J. M. DEVERS, CHIEF COUNSEL
H. B. GLAISYER, SECRETARY

SALEM

January 29, 1943

COPY

IN REPLY PLEASE REFER TO FILE NO.

Mrs. E. M. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland, Oregon

Dear Sir:

We refer to previous correspondence relating to the repair of damage suffered by a section of U. S. Highway 99-W, within the limits of Camp Adair, North of Corvallis, which damage was the result of concentrated heavy hauling involved in the construction of the Camp Adair cantonment. We refer particularly to your letter of December 11, advising that your Washington Office has ruled that our claim for reimbursement for this repair, under the provisions of Section 10 of the Defense Highway Act of 1941, cannot be allowed for the reason that the damage was done by War Department contractors and not by the Army itself.

The ruling of the Washington Office is, admittedly, in conformance with a technical interpretation of Section 10 of the Defense Act, but we question its conformance with the intent of the Act. However that may be, the ruling leaves the State of Oregon "holding the sack" for damage which it permitted only at the urgent request of War Department officials as a means of expediting the performance of War Department contracts, and only with the belief and understanding that the repair of the damage would be reimbursable by the Federal Government under authority of said Section 10 of the Defense Act.

We feel that this case merits some further consideration and that an effort should be made by the PRA to find a means through which the State can be reimbursed. If it is impossible to bring the reimbursement within the provisions of the Defense Act by a more broad interpretation of the meaning of the clause "damaged by the Army or the Navy," we suggest that the work be now authorized as an access road project, or as a part of Access Road Project DANB-5. Authorization as a part of Project DANB-5 appears to be feasible as the

section of highway affected is within the over-all limits of that project.

In this connection, we point out that if we had felt that there was any doubt as to reimbursement being allowed under Section 10 of the Defense Act, we would have asked for, and you probably would have approved, the inclusion of the work as a part of Project DARE-5 before we would have undertaken the work. This being the case, the inclusion of the work as a part of Project DARE-5 on a retro-active basis would seem to be entirely proper.

The section of highway affected is approximately two miles in length. On a portion 3,000 feet in length, the existing bituminous pavement was destroyed and had to be replaced in its entirety at a cost of approximately $24,000. Patching of other portions of the 2-mile section has cost approximately $8,000. As the width of pavement on the 3000-foot unit was increased from 20 feet to 22 feet, about $2,500 of the above costs would represent betterment. The total amount chargeable as repair cost would, therefore, be about $29,500.

Your further consideration of this matter, and an effort to obtain favorable action for us, will be appreciated.

Very truly yours,

R. H. Baldock
Chief Engineer

Manager

Please bring this to the attention of the Commission at the next meeting.

Carl

OREGON
TE HIGHWAY COMMISSION

R. H. BALDOCK, CHIEF ENGINEER
C. B. McCULLOUGH, ASS'T CHIEF ENGINEER
J. M. DEVERS, CHIEF COUNSEL
H. B. GLAISYER, SECRETARY

January 2[illegible], 1943

AGENDA
FEB 18 1943

SALEM

January 29, 1943

1b

POST OFFICE ADDRESS

REFER TO FILE NO.

Corsp

Fred Alle

General

Corsp

Maintenance

[illegible]ected is within the over-all limits of that proj[illegible]

[illegible]on, we point out that it is held that

[illegible] to reimbursement being allowed under Section 10

[illegible] would have a[illegible] for and you probably would

[illegible]clusion of [illegible] as a part of Project DAWR-5

[illegible]ket [illegible] Creating the case, the re-

[illegible] a part of Project DAWR-5 [illegible]

[illegible]rely proper.

[illegible] of highway affected is approximately [illegible]

[illegible] 3,00[illegible] feet in length, the existing [illegible]

[illegible] and had to be replaced in its entirety

[illegible]24,000. Retaining of other portions of the [illegible]

[illegible]mately $[illegible]. As the width of pavement on the

[illegible] corresponding section of U. S. Highway 99-W, within the [illegible]

[illegible] South Fork, North of Corvallis, which damage was the re-
sult of concentrated heavy hauling involved in the construction of
the Camp Adair cantonment. We refer particularly to your letter of
December [illegible] advising that your Washington Office has ruled that our
claim for reimbursement for this repair, under the provisions of
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We feel that this case merits some further consideration and that an effort should be made by the PRA to find a means through which the State can be reimbursed. If it is impossible to bring the reimbursement within the provisions of the Defense Act by a more broad interpretation of the meaning of the clause "damaged by the Army or the Navy," we suggest that the work be now authorized as an access road project, or as a part of Access Road Project DAWR-5. Authorization as a part of Project DAWR-5 appears to be feasible as the

5

CABELL, CHAIRMAN
PORTLAND
HUGON W. CLOUGH, MEMBER
CANYONVILLE
HERMAN OLIVER, MEMBER
JOHN DAY

OREGON
STATE HIGHWAY COMMISSION

R. H. BALDOCK, CHIEF ENGINEER
C. B. McCULLOUGH, ASS'T CHIEF ENGINEER
J. M. DEVERS, CHIEF COUNSEL
H. B. GLAISYER, SECRETARY

Mr. H. H. Lynch - 2.
DA-NR 5

COPY

AGENDA
FEB 1 S...

SALEM

January 29, 1943

IN REPLY PLEASE REFER TO FILE NO.

Mr. H. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland, Oregon

Dear Sir:

We refer to previous correspondence relating to the repair of damage suffered by a section of U. S. Highway 99-W, within the limits of Camp Adair, North of Corvallis, which damage was the result of concentrated heavy hauling involved in the construction of the Camp Adair cantonment. We refer particularly to your letter of December 11, advising that your Washington Office has ruled that our claim for reimbursement for this repair, under the provisions of Section 10 of the Defense Highway Act of 1941, cannot be allowed for the reason that the damage was done by War Department contractors and not by the Army itself.

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5

section of highway affected is within the over-all limits of that project.

In this connection, we point out that if we had felt that there was any doubt as to reimbursement being allowed under Section 10 of the Defense Act, we would have asked for, and you probably would have approved, the inclusion of the work as a part of Project DAWR-5 before we would have undertaken the work. This being the case, the inclusion of the work as a part of Project DAWR-5 on a retro-active basis would seem to be entirely proper.

The section of highway affected is approximately two miles in length. On a portion 3,000 feet in length, the existing bituminous pavement was destroyed and had to be replaced in its entirety at a cost of approximately $24,000. Patching of other portions of the 2-mile section has cost approximately $8,000. As the width of pavement on the 3000-foot unit was increased from 20 feet to 22 feet, about $2,500 of the above costs would represent betterment. The total amount chargeable as repair cost would, therefore, be about $29,500.

Your further consideration of this matter, and an effort to obtain favorable action for us, will be appreciated.

Very truly yours,

R. H. Baldock
Chief Engineer

RECEIVED
FILING

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

AGENDA
DEC 18 1942
2-2

MONTANA
OREGON
WASHINGTON

DA-WR 5

POST OFFICE BUILDING
PORTLAND, OREGON

December 11, 1942

Mr. R. H. Baldock
Chief Engineer
State Highway Commission
Salem, Oregon

REFERRED TO
M. Blaauwer
By Chief Engineer
Agenda

Dear Sir:

Reference is made to your letter of August 26 requesting reimbursement under the provisions of Section 10 of the Defense Highway Act of 1941 for damages caused by war emergency hauling to State route No. 1-W on U.S. 99W north of Corvallis, Benton County.

This office investigated the damage on the ground and furnished a report to the Washington office who now reply that since the only substantial damage was apparently caused by private contractors' equipment hauling material for the construction of an army cantonment, and not by the army directly, the claim would not be eligible for reimbursement under provisions of Section 10 of the Defense Highway Act of 1941.

Very truly yours,

W. H. LYNCH
District Engineer

By L. Caufield
L. J. Caufield
Sr. Highway Engineer

RECEIVED
DEC 19 1942

C.P.

RECEIVED
SEP 3 1942
FOR FILING

Salem
September 1, 1942

Mr. L. S. Smith

On August 27 the Highway Commission approved the engineer's request for authority to make certain repairs to Highway 99W in Camp Adair at an estimated cost of $32,300.

C. E. McCullough

JR:CM

CC: S. H. Probert

RECEIVED
FOR FILING
Clark
Federal
General

August 26, 1942

Mr. W. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland, Oregon

Dear Sir:

A few days ago I conversed with you on the phone about the destruction to the pavement along the Pacific Highway West in front of Camp Adair caused by the heavily overloaded trucks engaged in hauling from Coffin Butte to the administration area within the cantonment. These trucks were loaded far beyond the statute loads and beyond the ability of the pavement to withstand them. As a result, the pavement was pounded to destruction for a length of approximately 3,000 feet immediately in front of the main entrance to the Camp Adair cantonment.

The State of Oregon expects to make arrangements with the contractors now engaged in the construction of the Corvallis-Lewisburg Section to reconstruct this section of the road to a degree wherein the highway will be in condition to stand up next winter. It is imperative that the work be done, as otherwise it will impair the functioning of the training of the men at the cantonment and will likewise be a dangerous section, if not impassable, and militate against the civilian traffic and against the transportation of goods and services to and from Camp Adair.

Pursuant to Memorandum No. 143, the State Highway Commission expects to make a claim for the cost of the restoration of this road destroyed by military operations, the total cost of which is estimated to be approximately $32,000. It is realized that when the road is restored it will be in a better condition and a wider road than existed formerly, and we expect to request a refund for that portion of the cost which would be necessary to restore the facility in kind.

Very truly yours,

R. H. Baldock
Chief Engineer

RHB:HI

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

To

ESTIMATE FOR RECONSTRUCTION OF 3000-FOOT SECTION

PACIFIC HIGHWAY WEST AT CAMP ADAIR

Clearing and Grubbing (Fence Row)			$ 150.00
General Excavation (Ditches for Drainage)	1,400 cu. yds.	$ .30	420.00
Rock Borrow (Truck Measure)	5,900 " "	1.00	5,900.00
12" Concrete Pipe	400 lin. ft.	1.30	520.00
18" " "	30 " "	2.50	75.00
Salvage Culvert Pipe	200 " "	1.00	200.00
4" - 0" Crushed Rock	3,200 cu. yds.	1.60	5,120.00
1" - 0" " "	1,300 " "	1.80	2,340.00
Sprinkling	50 M-gals.	1.50	75.00
Class "B" Asphalt Pavement (Base)	1,800 tons	6.50	11,700.00
Class "B" Asphalt Pavement (Top Course)	420 "	7.00	2,940.00
			$29,440.00
Engineering and Contingencies 10%			2,940.00
			$32,380.00

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 25, 1942

Subject:

To:

Estimate for Reconstruction of 3000 ft.

Section West Side Pacific Highway at Camp Adair

Clearing and Grubbing (Fence Row)			$	$ 150.00
General Excavation (Ditches for Drainage)	1400	cu. yds.	.30	420.00
Rock Borrow (Truck Measure)	5900	cu. yds.	1.00	5900.00
12" Concrete Pipe	400	lin. ft.	1.30	520.00
18" Concrete Pipe	30	lin. ft.	2.50	75.00
Salvage Culvert Pipe	200	lin. ft.	1.00	200.00
4"--0 Crushed Rock	3200	cu. yds.	1.60	5120.00
1"--0 Crushed Rock	1300	cu. yds.	1.80	2340.00
Sprinkling	50	M gals.	1.50	75.00
Class B Asphalt Pavement (Base)	1800	tons	6.50	11700.00
Class B Asphalt Pavement (Top Course)	420	tons	7.00	2940.00
				29440.00
Engineering and Contingencies + 10%				2940.00
				$32380.00

RECEIVED
APR 20 1943
PORTLAND

April 19, 1943

Hansen & Rowland, Inc.
Washington Building
Tacoma, Washington

Attention: A. Van R. Schermerhorn, Mgr. Surety Bond Dept.

Gentlemen:

In reply to your inquiry of April 15 as to the total amount earned by contractor E. C. Hall and J. C. Compton in connection with their Lewisburg-Corvallis Contract, No. 2576, wish to say that, while this job is completed and the final field notes are now in the office, it will not be possible to check them for two or three weeks because our Chief Checker has several jobs ahead of this particular one.

We are reluctant to give out any final figures with regard to a job before the final check has been made. The reasons for this are obvious. I can assure you, however, that the notes will be checked just as rapidly as possible.

With best regards, I remain

Very truly yours,

HBG:AM

Secretary

Mr. McCallister says it will be at least another month before the final payment can be made. He has three jobs ahead of it. The semifinal notice is going out to the surety today.

A.M.

I. C. ROWLAND, SECY.

ND INC.

TACOMA
SEATTLE
PORTLAND

RANCE

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IN SUCH CAPACITY ONLY.
NC., NOT TO INDIVIDUALS.

Mr. H. B. Glaisyer, Secretary
Oregon State Highway Commission
Salem, Oregon

RE: BOND NO. 50720 -E C. HALL & J. C. COMPTON
Contract No. 2576 - Lewisburg-Corvallis
Section of Pacific Highway W, Benton County.

Dear Sir:

In your letter of March 4 relative to the above job you advised us that final payment had not been made to the contractors and would not be made until a final check of the field notes had been accomplished, and it was your guess that the final warrant would not be mailed for a month or so.

We are wondering if you can yet give us the final figures showing the total amount earned by the contractor under this contract.

Awaiting your prompt compliance with this request, we are,

Very truly yours,

HANSEN & ROWLAND, INC.
General Agents

A. Van H. Schiermerhorn

A. VAN H. SCHIERMERHORN
Mgr. Surety Bond Dept.

ANSWERED
H. B. GLAISYER

AVRS:PC

REFERRED TO
BY SECRETARY

how the final has checked yet?

RECEIVED
APR 16 1943
OREGON
STATE HIGHWAY COMMISSION

Mr. McCallister says it will be at least another month before the final payment can be made. He has three jobs ahead of it. The semifinal notice is going out to the surety today.

A.M.

I. C. ROWLAND, SECY.

ND INC.

TACOMA
SEATTLE
PORTLAND

RANCE

N

IN SUCH CAPACITY ONLY.
NC., NOT TO INDIVIDUALS.

Mr. H. B. Glaisyer, Secretary
Oregon State Highway Commission
Salem, Oregon

RE: BOND NO. 50720 -E C. HALL & J. C. COMPTON
Contract No. 2576 - Lewisburg-Corvallis
Section of Pacific Highway W, Benton County.

Dear Sir:

In your letter of March 4 relative to the above job you advised us that final payment had not been made to the contractors and would not be made until a final check of the field notes had been accomplished, and it was your guess that the final warrant would not be mailed for a month or so.

We are wondering if you can yet give us the final figures showing the total amount earned by the contractor under this contract.

Awaiting your prompt compliance with this request, we are,

Very truly yours,

HANSEN & ROWLAND, INC.
General Agents

A. Van B. Scheriterhorn

A. VAN B. SCHERITERHORN
Mgr. Surety Bond Dept.

ANSWERED
H. B. GLAISYER

AVRS:PC

REFERRED TO
BY SECRETARY

has the final been checked yet?

RECEIVED
APR 16 1943
OREGON
STATE HIGHWAY COMMISSION

H. T. HANSEN, Pres. I. D. ROWLAND, Secy.

HANSEN & ROWLAND INC.

GENERAL AGENTS
SURETY BONDS - GENERAL INSURANCE
TACOMA, WASHINGTON

TACOMA
SEATTLE
PORTLAND

April 15, 1943

THIS COMMUNICATION IF SIGNED AS AGENT OR AGENTS SHALL BIND IN SUCH CAPACITY ONLY.
PLEASE ADDRESS ALL COMMUNICATIONS TO HANSEN & ROWLAND, INC., NOT TO INDIVIDUALS.

Mr. H. B. Glaisyer, Secretary
Oregon State Highway Commission
Salem, Oregon

RE: BOND NO. 50720 - J. C. HALL & J. C. COMPTON
Contract No. 2576 - Lewisburg-Corvallis
Section of Pacific Highway W, Benton County.

Dear Sir:

In your letter of March 4 relative to the above job you advised us that final payment had not been made to the contractors and would not be made until a final check of the field notes had been accomplished, and it was your guess that the final warrant would not be mailed for a month or so.

We are wondering if you can yet give us the final figures showing the total amount earned by the contractor under this contract.

Awaiting your prompt compliance with this request, we are,

Very truly yours,

HANSEN & ROWLAND, INC.
General Agents

A. Van B. Scheurerhorn

A. VAN B. SCHEURERHORN
Mgr. Surety Bond Dept.

ANSWERED
H. B. GLAISYER

AVRS:PC

REFERRED TO
BY SECRETARY

has the final been checked yet?

RECEIVED
APR 16 1943
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
APR 1
FCR
DA-WRS

April 16, 1943

Maryland Casualty Co.
Hansen & Rowland, Inc. of Oregon
406 Title & Trust Bldg.
Portland, Oregon

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to E. C. Hall Co. and J. C. Compton, on contract No. 2576, for grading and paving on the Lewisburg-Corvallis Section of the Pacific Highway West, in Benton County. This payment, in the amount of $7,447.88, will be made on or after April 26, 1943. The retained percentage is $8,292.62.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues, or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

Kindly acknowledge receipt of this letter.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

HBO:BS

NOTED
A. L. MONSON

RECEIVED
MAR 11 1943
FOR FILING

Wa-WR-5

March 10, 1943

E. C. Hall Company & J. C. Compton
1160 Grant Street
Eugene, Oregon

Gentlemen:

The State Highway Commission, at its meeting on February 16, 1943, granted you the extension of time requested, from October 31 to December 19, 1942, without penalty, in connection with contract No. 2576 for grading and paving the Lewisburg-Harrisburg Section of the Pacific Highway West, in Benton County.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

AM

cc - Mr. J. C. Compton
Harrisburg, Oregon

cc - F. D. Bacon

RECEIVED
MAR 5 1943
FOR FILING

DA-WR 5

March 4, 1943

Hansen & Rowland, Inc.
210 Washington Building
Tacoma, Washington

Attention: A. Van R. Schermerhorn
Manager, Surety Bond Dept.

Gentlemen:

Replying to your inquiry of March 3, 1943, concerning the E. G. Hall Company and J. C. Compton contract, No. 2576, for grading and paving the Lewisburg-Corvallis Section of the Pacific Highway West, in Benton County, wish to say that our records disclose that this job was completed by the contractors on December 19, 1942, and was accepted by formal action of the State Highway Commission on February 18, 1943.

Final payment has not as yet been made to the contractors and will not be made until a final check of the field notes has been accomplished. My guess is that the final warrant will not be mailed for a month or so, although the matter will be expedited as much as possible.

For your further information, I might say that no claims have been filed in this office against this job.

Very truly yours,

HBG:AM

Secretary

...HANSEN, PRES. I. B. ROWLAND, SECY.

HANSEN & ROWLAND INC.

GENERAL AGENTS
SURETY BONDS - GENERAL INSURANCE
TACOMA, WASHINGTON

TACOMA
SEATTLE
PORTLAND

March 3, 1943

THIS COMMUNICATION IF SIGNED AS AGENT OR AGENTS SHALL BIND IN SUCH CAPACITY ONLY.
PLEASE ADDRESS ALL COMMUNICATIONS TO HANSEN & ROWLAND, INC., NOT TO INDIVIDUALS.

Oregon State Highway Commission
Salem, Oregon

RE: Contract No. 2576 - T. C. HALL CO. - Grading & Paving of Lewisburg-Corvallis Section of Pacific Highway - Our Bond #50720

Gentlemen:

On February 1st you advised us that this contract had not yet been accepted by the State Highway Commission.

Will you kindly advise if this contract has now been accepted. If it has, please give us the final figures.

Very truly yours,

HANSEN & ROWLAND, INC.
General Agents

A. VAN [illegible]SCHELLHORN
Mgr. Surety Bond Dept

pc

ANSWERED
H. B. GLAISYER

RECEIVED
MAR 4 - 1943
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
FEB. 19[illegible]
FOR FILING

OA-WE 5

February 6, 1943

Shell Oil Company
1220 S. W. Morrison St.
Portland, Oregon

Attention: Frank J. Warner, Division Credit Mgr.

Gentlemen:

This acknowledges receipt of your letter of February 5, 1943, requesting information concerning E. C. Hall Company & J. C. Compton's contract for grading and paving the Lewisburg-Corvallis Section of the Pacific Highway; and advising that, according to your records, this is state highway contract No. 2575.

The contract referred to above is No. 2576. It is approximately 96 per cent complete and the contractors, E. C. Hall Company and J. C. Compton, have been paid $260,680.30 to date.

Very truly yours,
STATE HIGHWAY COMMISSION

By

AM Secretary

RECEIVED
FEB 3 1943
FOR FILING

February 2, 1943

Shell Oil Company
1220 S. W. Morrison St.
Portland, Oregon

Attention: Frank J. Hurner, Division Credit Mgr.

Gentlemen:

This acknowledges receipt of your letter of January 29, 1943, requesting information concerning E. C. Hall and J. C. Compton's contract No. 2575.

The contract number seems to be in error as No. 2575 was awarded to A. H. Sarton & Son, information concerning which, as requested, has been given you in my previous letter.

E. C. Hall & J. C. Compton have several contract with the State Highway Commission. If you will advise me which contract you have reference to, I will be glad to give you the information requested.

Very truly yours,

AH

Secretary

HANSEN & ROWLAND INC.

RECEIVED
FEB 1 1943
FOR FILING

DA-NR 5

February 1, 1943

Hansen & Rowland, Inc.
Washington Building
Tacoma, Washington

Attention: A. Wm H. Schermerhorn, Mgr., Surety Bond Dept.

Gentlemen:

In reply to your inquiry of January 29, 1943, I wish to advise that E. C. Hall Company & J. C. Compton's contract, No. 2576, Lewisburg-Corvallis Section of the Pacific Highway West, has not as yet been accpeted by the State Highway Commission.

Very truly yours,

AM

Secretary

HANSEN & ROWLAND INC.

GENERAL AGENTS

TACOMA - SEATTLE - PORTLAND

SURETY BONDS GENERAL INSURANCE

H. T. HANSEN, PRES.

I. C. ROWLAND, SECY

TACOMA, WASHINGTON

January 29, 1943

THIS COMMUNICATION IF SIGNED AS AGENT OR AGENTS SHALL BIND IN SUCH CAPACITY ONLY.
PLEASE ADDRESS ALL COMMUNICATIONS TO HANSEN & ROWLAND INC., NOT TO INDIVIDUALS.

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

Re: Contract No. 2576 - E. C. Hall Co. - Grading and paving of Lewisburg-Corvallis section of Pacific Highway
Bond 50720 - 50720A

On January 12th, you advised us that this contract has been completed, but not yet accepted.

Will you please advise whether this contract has now been accepted. If it has, please give us the final figures.

Very truly yours

HANSEN & ROWLAND, INC.
General Agents

A. VAN R. SCHERMERHORN
Mgr. Surety Bond Dept.

EN

RECEIVED

Form E-1—514—10-40

DA-WR 5

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending Jan. 30, 1943., 19....

Section Lewisburg Corvallis

Kind of work Grading and Paving.

Highway Pacific West

Section prefix S-1109

Contractor Hall and Compton

Contract number 2576

Date of contract June 4, 1942, 19....

Date of completion October 31, 1942, 19....

Date work started June 13, 1942, 19....

Estimated date of completion ....., 19....

Amount of contract . . . . . $ 236,925.00

Per cent of time elapsed .....%

Estimated cost of completed project, exclusive of engineering . . . . . $ 236,925.00

Per cent of contract completed, based on total contract price . . . . . 100 %

Engineering cost to date, $ 11800.00, 5 %

Date project was completed December 19, 1942, 19....

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Rohrbough and Boardman worked all week on computation of grading quantities for thi project. Final quantities and records expected to be completed at Feb. 15th.

RECEIVED
FEB - 3 1943
Dist.

RECEIVED
FEB 3 - 1943
OFFICE OF
DIVISION ENGINEER

NOTED
E. M. [illegible]

Signed D C Thomas

Address Monmouth, Oregon.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities					
Estimated quantities moved or placed to date					
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

..... County, ...%; ..... County, ...%; ..... County, ...%; ..... County, ...%

	NUMBER USED AND SECURED FROM				OTHER SOURCES	CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY			
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ....., Power graders ....., Rollers ....., Mixers ....., Crushing or screening plants .....,

Compressors ....., Bulldozers ....., Sheet-foot rollers ....., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

STATE PRINTING DEPT.

RECEIVED
JAN 18 1943
FOR FILING

DA-WK 5

January 12th, 1943

Mr. H. E. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland, Oregon

Dear Sir:

Will you kindly concur in an extension of time for R. G. Hall and J. G. Compton on their Contract No. 1076, DA-WK-5, Lookingglass-Drain Section of the Pacific Highway East, from October 31th, 1942 to December 19th, 1942. The surfacing was completed on October 30th, the shoulder work on November 10th, and the finishing work, consisting of cleaning and adjustment of ditches, on December 19th.

It is recommended that this extension be granted without penalty, since there was no delay to the traveling public, and it was essential for the contractors to coordinate their paving with that on the airport contract, which took precedence over the highway work. They experienced the usual difficulty in scheduling men until after many ditch had been completed.

Very truly yours,

H. H. ARLOOK
STATE ENGINEER

E

cc to: H. G. Smith

RECEIVED
DEC 7 1942
FOR FILING
(Stencil #28)
FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

IN YOUR REPLY PLEASE REFER TO FILE NO. DA-WR 5 #25-76

December 1, 1942

POST OFFICE BUILDING
PORTLAND, OREGON

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Oregon DA-WR 5
Monmouth-Corvallis Section
Pacific Highway West

Dear Sir:

We are forwarding herewith two copies of proposed project agreement for signature and return to this office.

Enclosed is an approved copy of the detail estimate, upon which the agreement was based, together with approved copy of specifications for nine contracts.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
L. J. Caufield
Sr. Highway Engineer

RECEIVED
DEC 1 - 1942
STATE HIGHWAY COMMISSION

RECEIVED
NOV 14 1942
FOR FILING

DA-WR-5

Nov. 13, 1942.

Mr. W. H. Lynch,
District Engineer,
Public Service Bldg.,
P. O. Box 3900,
Portland, Ore.

Subject:- Application #26
For Asphaltic Cement

Dear Sir:

Please find enclosed herewith four copies of Form B-1, Application for Certificate of Necessity of use of Bituminous Road Material required on the Lewisburg-Corvallis Highway, project No. Oregon DA-WR-5, Benton County.

Very truly yours,

R. H. BALDOCK,

CHIEF ENGINEER.

RECEIVED
OCT 2 [illegible]
FOR FILING

DA-NR 5

Oct. 22, 1942.

Mr. H. H. Lynch,
District Engineer,
Public Roads Administration,
P. O. Box 3900,
Portland, Ore.

Dear Sir:

We are enclosing an application preference rating form PD-1A, for a preference rating A-1-J to be used in the purchase of an electric bench drill required by E. C. Hall and J. C. Compton on the Camp Adair Access Road.

Yours very truly,

R. H. BALDOCK,
CHIEF ENGINEER.

HHB/H

H

DA-WR 5
#2576

CROSS REFERENCE SHEET

Name or Subject: Wages and hours law — File No.

Regarding: Opinion by Mr. Devers re overtime to be paid by contractors, whether under State law or under Federal law.

Opinion concerning a question of overtime relative to Contract No. 2576, Camp Adair Access Road.

Date: 7/31, 9/30

SEE

Name or Subject: CONSTRUCTION, Labor — File No.

File cross reference form under name or subject at top of the sheet and by the latest date of papers. Describe matter for identification purposes. The papers, themselves should be filed under name or subject after "SEE."

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FORM S-129X 15M 6-41

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN
PORTLAND
HURON W. CLOUGH, MEMBER
CANYONVILLE
HERMAN OLIVER, MEMBER
JOHN DAY

OREGON
STATE HIGHWAY COMMISSION

SALEM

R. H. BALDOCK, CHIEF ENGINEER
C. B. McCULLOUGH, ASS'T CHIEF ENGINEER
J. M. DEVERS, CHIEF COUNSEL
H. B. CLAISYER, SECRETARY

AGENDA
AUG 27 1942
3

August 26, 1942

IN REPLY PLEASE
REFER TO FILE NO.

Mr. W. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland, Oregon

Dear Sir:

A few days ago I conversed with you on the phone about the destruction to the pavement along the Pacific Highway West in front of Camp Adair caused by the heavily overloaded trucks engaged in hauling from Coffin Butte to the administration area within the cantonment. These trucks were loaded far beyond the statute loads and beyond the ability of the pavement to withstand them. As a result, the pavement was pounded to destruction for a length of approximately 3,000 feet immediately in front of the main entrance to the Camp Adair cantonment.

The State of Oregon expects to make arrangements with the contractors now engaged in the construction of the Corvallis-Lewisburg Section to reconstruct this section of the road to a degree wherein the highway will be in condition to stand up next winter. It is imperative that the work be done, as otherwise it will impair the functioning of the training of the men at the cantonment and will likewise be a dangerous section, if not impassable, and militate against the civilian traffic and against the transportation of goods and services to and from Camp Adair.

Pursuant to Memorandum No. 143, the State Highway Commission expects to make a claim for the cost of the restoration of this road destroyed by military operations, the total cost of which is estimated to be approximately $32,000. It is realized that when the road is restored it will be in a better condition and a wider road than existed formerly, and we expect to request a refund for that portion of the cost which would be necessary to restore the facility in kind.

Very truly yours,

R. H. Baldock
Chief Engineer

RHB:HI

HERMAN OLIVER, MEMBER
JOHN DAY
CHAIRMAN
RALPH W. CLOUGH, MEMBER
FORSTER CABELL, CHAIRMAN
COMMISSIONER

OREGON STATE HIGHWAY COMMISSION

To

ESTIMATE FOR RECONSTRUCTION OF 3000-FOOT SECTION

PACIFIC HIGHWAY WEST AT CAMP ADAIR

Clearing and Grubbing (Fence Row)			$ 150.00
General Excavation (Ditches for Drainage)	1,400 cu. yds.	$ .30	420.00
Rock Borrow (Truck Measure)	5,900 " "	1.00	5,900.00
12" Concrete Pipe	400 lin. ft.	1.30	520.00
18" " "	30 " "	2.50	75.00
Salvage Culvert Pipe	200 " "	1.00	200.00
4" - 0" Crushed Rock	3,200 cu. yds.	1.60	5,120.00
1" - 0" " " "	1,300 " "	1.80	2,340.00
Sprinkling	50 M-gals.	1.50	75.00
Class "B" Asphalt Pavement (Base)	1,800 tons	6.50	11,700.00
Class "B" Asphalt Pavement (Top Course)	420 "	7.00	2,940.00
			$29,440.00
Engineering and Contingencies +10%			2,940.00
			$32,380.00

AGENDA
AUG 27 1942
3-f

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

August 25, 1942

Subject:

To:

Mr. H. G. Smith

L

Dear Sir:

Due to the heavy construction hauling operations across and along the Westside Highway in the vicinity of Camp Adair, a very considerable amount of damage was done to the highway pavement.

We provided in our Corvallis-Lewisberg contract for 1650 tons of plant mix for anticipated repairs on the section between the north end of the contract and the Polk County line. This tonnage will care for the repairs resulting from this hauling except for a 3000-foot section immediately fronting the cantonment where most of the heavy traffic was concentrated.

We have made a survey of this particular section which ~~stands~~ extends over low ground and over which the bituminous pavement has been damaged beyond repair in great part. In fact, the pavement is completely demolished for a considerable portion of this section. This is due, in great part, to the low ground along this particular stretch which did not provide suitable support for the pavement when subjected to a concentrated overloading of this construction traffic.

It is desired that we make a price agreement with Hall and Comptom, contractors on the Corvallis-Lewisberg section, to reconstruct this 3000 feet by widening the road bed to the section being used on the contract north of the county line and bringing the grade up to a new grade line with rock fill material from the Coffin Butte area and the construction of 4 inches minus crush rock base on this new subgrade of 8 inches thickness keyed and leveled with 2 inches of 1 inch minus crushed rock and surfaced with 5 inches of plant mixed bituminous pavement.

I am attaching, hereto, an estimate covering this work at prices which I think can be arranged with the contractor.

Very truly yours,

F. D. EASON,
Division Engineer

REFERRED TO
By Chief Engineer

FDE:MA L

C. P.
Profile

FORM E-30 3000 3-42

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

.....

.....

Subject:

To:

L

Estimate for Reconstruction of 3000 ft.
Section West Side Pacific Highway at Camp Adair

General Excavation (Ditches for Drainage)	1400	cu. yds.	$ .30	$ 420.00
Clearing and Grubbing (Fence Row)				150.00
Rock Borrow (Truck Measure)	5900	cu. yds.	1.00	5900.00
12" Concrete Pipe	400	lin. ft.	1.30	520.00
18" Concrete Pipe	30	lin. ft.	2.50	75.00
Salvage Culvert Pipe	200	lin. ft.	1.00	200.00
4" --0 Crushed Rock	3200	cu. yds.	1.60	5120.00
1½" --0 Crushed Rock	1300	cu. yds.	1.80	2340.00
Sprinkling	50	M gals.	1.50	75.00
Class B Asphalt Pavement	1800	tons	6.50	11700.00
Class B Asphalt Pavement	420	tons	7.00	2940.00
				$29440.00
Engineering and Contingencies + 10%				2940.00
				$32380.00

RECEIVED
FOR FILING

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

LA-WR 5

#576

July 29, 1942

POST OFFICE BUILDING
PORTLAND, OREGON

Cross Referenced to
Const
Fed Aid
Materials

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to your letter of July 17 discussing the merits of the sodium sulphate test as applied to aggregates used in bituminous construction.

We agree with you that it is essential to use local aggregates in road construction and that low quality materials, if used properly, will give successful results. The use of inferior local aggregates is often necessary and desirable but it is still essential to choose the best of the local materials economically available. However, there are certain portions of the discussion with which we do not entirely agree.

It is generally recognized that the test for soundness, using either sodium sulphate or magnesium sulphate, is more severe than natural weathering, that it may reject some acceptable materials and that a more reliable test for the property of soundness is desired. However, any material having a high sodium sulphate loss should be viewed with definite suspicion and should not be accepted if better material is available. It is quite logical to waive the results of this test in border-line cases involving losses ranging from 10 to 15 per cent and where successful service records are available. When losses become high, exceeding values of 20 to 25 per cent, we believe the material to be definitely of inferior quality and see no reason why the test should not be used as a basis for rejection.

The acceptance of rock on the abrasion test alone is feasible where excellent materials are involved. A Los Angeles abrasion loss of less than 15 or 18 per cent will usually assure excellent rock without further tests other than visual inspection. A Los Angeles abrasion loss exceeding 30 indicates that further examination is desirable. Such rocks as shales, sandstones, Argillaceous lime stones, Amygdoloids, and marine lavas will often meet abrasion requirements which, in such cases, does not appear

Copy handed to
W. G. Smith
7/30/42

NOTED
State Highway Engineer

to be a true measure of the quality of the rock. Such tests as the sodium sulphate soundness test, freezing and thawing test, breakage factor, and oil absorption should be added to definitely evaluate the softer materials.

We hestitate to assume that aggregates in a bituminous macadam mat are completely sealed against moisture and that the action of water on the stone can be completely neglected. Impermeability tests generally indicate some surface leakage on bituminous mats, particularly on older mats. It is still more difficult to assume the mat to be air tight and impervious to the circulation of air and water vapor, and the consequent condensation of the water vapor. The release of film moisture due to temperature changes can also provide free water.

You mention that the action of sodium sulphate on the Coffin Butte rock is similar to that of the crusher, fracturing the rock along its seams, and reducing the size of the individual particles of rock. A degradation of an aggregate, after such aggregate is in place in a concrete pavement or bituminous mat, does not appear to be a desirable feature.

Very truly yours,

W. H. LYNCH
District Engineer

RECEIVED
JUL 18 1942
FOR FILING

LA-WR,5

#2576

July 17, 1942

Mr. W. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland, Oregon

Dear Sir:

Reference is made to your letter of June 29, concerning laboratory report #161976, which states that the sodium sulphate loss on this sample indicates the rock is of poor soundness and weather-resisting properties.

This is one of the many samples taken from Coffin Butte, and it is quite doubtful that we would wish to use this particular rock; therefore, this letter is merely to indicate my disagreement with your statement that the sodium sulphate test is an indication of poor weather-resisting properties of this type of rock. I examined these specimens before and after crushing and believe that this sample would make excellent bituminous rock. The action of the sodium sulphate on this type of rock is very similar to that of the crusher. It merely fractures the rock along its seams and would only result in reducing the size of the individual particles of rock without any disintegration of the rock itself.

Many states have been very successful in adapting their local material to bituminous construction, and Oregon has successfully used inferior material where better material was not available; therefore, I do not feel that we can afford to be unduly particular with respect to these materials even though Oregon is considered to be abundantly supplied with rock and gravel.

I believe that such tests as the sodium sulphate should merely be used as a guide to form an opinion as to the character of the rock, but that the rock should be approved or rejected upon the abrasion test itself. The appearance of the rock after the test should likewise be a guide as to its suitability and not merely some artificial standard whose value is as yet unproved. This test has been used for some time in passing on the suitability of concrete aggregate, particularly the action of water on the stone, but we do not believe it indicates anything of value when used in bituminous macadam. The stone is largely coated with asphalt and sealed from the top against moisture.

In this particular case I would have no hesitancy in using the rock for any macadam or bituminous construction, as I do not believe it will disintegrate into clay or mud.

Very truly yours,

R. H. Baldock
Chief Engineer

RHB:HY
cc Mr. H. G. Smith

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

June 29, 1942

POST OFFICE BUILDING
PORTLAND, OREGON

Mr. R.H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to laboratory test reports #161976 and #161977 on rock for bituminous aggregates on Project DA-WR-5, Lewisburg-Corvallis.

We note that report #161976 representing the Strong & MacDonald Rock Pit shows a sodium sulfate loss of 27.0 per cent. This appears to indicate a rock of poor soundness and weather resisting properties even though coated or partly coated with bituminous materials. Test report #161977 representing the Parker Schramm pit in the same vicinity shows both a lower abrasion loss and a satisfactory sodium sulfate loss (5%). We believe it is desirable to use the better material represented by report #161977, which appears to be available for use on this project.

ROUTED
JUL 2 1942

Very truly yours,

W. H. LYNCH
District Engineer

RECEIVED
JUN 30 1942
STATE HIGHWAY COMMISSION

RECEIVED
JUL 8 1942
FOR FILING

BPA-WPC

July 8, 1942

Contract No. 2576, Lewisburg-
Corvallis Grading and Paving

Mr. S. H. Probert

Please fix up a Price Agreement pursuant to this letter from E. C. Hall Company and J. C. Compton. File the letter and the Price Agreement in the contract. Also send a copy of each to the Public Roads Administration together with a letter of transmittal stating that this matter was discussed over the phone and approved by W. H. Lynch last Monday.

R. H. Baldock

RHB:HI

RECEIVED
JUL 8 1942
FOR FILING

DA-WR 5

Salem, Oregon
July 7, 1942

Mr. R. H. Baldock
Chief Engineer
O f f i c e

Dear Sir:

At the last meeting of the Highway Commission approval was granted for the removal of telephone poles of the Mountain View Cooperative Telephone Association from 99W, to make way for the improvement of the above highway near Camp Adair. Will you please advise how you want this handled.

Very truly yours,

C. B. McCullough
Assistant Chief Engineer

JM:ms

RECEIVED
JUN 29 1942
FOR FILING

J H-WRS

June 27, 1942

E. C. Hall Co. & J. C. Compton
U. S. National Bank Bldg.
McMinnville, Oregon

Gentlemen:

We are sending you today by express a fully executed copy of contract No. 2576 which was awarded to you on June 4, 1942, by the State Highway Commission, covering grading and paving of the Lewisburg-Corvallis Section of the Pacific Highway West, in Benton County. This copy is for your records and files.

We are also sending an executed copy to the surety on your bond.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

RS

cc - E. C. Hall Co.
1160 Grant St.
Eugene, Oregon

NOTED
D. G. DeSart

RECEIVED
JUN 29 1942
FOR FILING

LA-WRC

June 27, 1942

Maryland Casualty Company
Hansen & Rowland, Inc., of Oregon
406 Title & Trust Building
Portland, Oregon

Gentlemen:

We are sending you today by express a fully executed copy of contract No. 2576 which was awarded to E. C. Hall Company and J. S. Compton by the State Highway Commission on June 4, 1942, covering grading and paving on the Lewisburg-Corvallis Section of the Pacific Highway West in Benton County.

Inasmuch as you are surety for the contractor on this job, we are sending you this copy of the contract for your records and files.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

RS

NOTED
D. G. DeSart

RECEIVED
JUN 23 1942
FOR FILING

DA-WR 5

June 20th, 1942

Mr. L. Smith, Secretary
Mt. View Cooperative Telephone Assn.
Route #1
Sumerlide, Oregon

Dear Sirs:

In view of your refusal to move your telephone line between Sumerlide and Lonesberg which is seriously delaying our construction operations, we were compelled to make arrangements with the Pacific Telephone & Telegraph Company to move the line.

We will reimburse that company for the cost of this movement and bill you for the same after the work has been completed.

Very truly yours,

L. L. [illegible]
[illegible]

E

cc to: L. L. Smith
F. D. Brown

RECEIVED
FOR FILING
DH-WKT 5

4g 6/25-

June 18, 1942

Mr. J. L. Perry,
Pacific Telephone & Telegraph Co.,
720 S. W. Oak Street,
Portland, Oregon.

Dear Sir:

This will confirm the arrangements made by telephone this date between yourself and F. D. Mason of the Highway Department, whereby you will at your earliest convenience reset the telephone poles along the West Side Pacific Highway belonging to the Mountain View Telephone Company of Lewisburg, placing these poles 10 feet farther from the center line along the edge of the new right of way. The poles to be removed consist of approximately a one-mile section immediately north of the end of your line north of Corvallis and a section approximately one mile in length immediately north of Lewisburg.

This letter will be your authority for carrying on this work at the request of the State, for which the State Highway Department will recompense you for the actual cost thereof.

Very truly yours,

R. H. Baldock,
Chief Engineer.

REFERRED TO
Mr. Slaughter
By Chief Engineer
Agenda

AGENDA
JUN 25 1942
47.

Corvallis Ore
June. 15-42

State Highway Com.
Salem. Ore.

Dear Sir In reply to a letter I rec'd. for your department. asking us to move our Telephone lines on 99 W. Highway. Sorry we are unable to move the line at this time.

We do not have the equipment. cash or men to do the work. on such short notice.

Yours Truly
Mt View Cooperation Tele. Co.
Ida B. Locke Sec.
Corvallis Ore
R#1

RECEIVED
JUN 17 1942

RECEIVED
JUN 17 1942
OREGON
STATE HIGHWAY COMMISSION

M

RECEIVED
JUN 6 1942
FOR FILING

DA-WR-S-

June 5, 1942

E. C. Hall Company
and J. C. Compton
U. S. National Bank Bldg.
Westmoreville, Oregon

Gentlemen:

We are sending you today by express four copies of contract No. 2576, which was awarded to you by the State Highway Commission on June 4, 1942, covering grading and paving on the Lewisburg-Corvallis Section of the Pacific Highway West, in Benton County.

Kindly execute all four copies of this contract as to agreement and bond, and return them to this office for approval by the State Highway Commission. When this has been done a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the paragraph under Section 6, page 15, of the printed general provisions, relating to the Workmen's Compensation Act. You are expected to accept the terms of this act and to carry on your work under this contract in strict conformance thereto.

Your attention is also called to the paragraph on the same page, relating to payment by the contractor of amounts due hospital associations, et cetera.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

[redacted]

cc - E. C. Hall Co.
1160 Grant St.
Eugene, Oregon

NOTED
D. G. DeSart

RECEIVED
JUN 6 1942
FOR FILING

LA-WK 3

June 5, 1942

E. C. Hall Company
and J. C. Compton
c/o U. S. National Bank
McMinnville, Oregon

Gentlemen:

The State Highway Commission on June 4, 1942, awarded you the contract for the 5.56 miles of grading and paving on the Lewisburg-Corvallis Section of the Pacific Highway West, in Benton County. This award was based on your low bid of $236,925.00, submitted on that date.

Contract forms will be sent to you for execution within a few days.

Very truly yours,
STATE HIGHWAY COMMISSION

By:

Secretary

MS

cc - S. H. Probert
C. S. Freeman

cc - E. C. Hall Company
1160 Grant Street
Eugene, Oregon

RECEIVED
JUL 3 1942
FOR FILING

DA-WR-5

MONTANA
OREGON
WASHINGTON

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

June 4, 1942

POST OFFICE BUILDING
PORTLAND, OREGON

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to confirm our verbal concurrence in award of contract, as of this date, for Oregon DA-WR-5, Lewisburg-Corvallis Section of the Pacific Highway West, to E. C. Hall Co. and J. C. Compton, McMinnville, Oregon, who submitted the one and only bid.

Very truly yours,

W. H. LYNCH
District Engineer

RECEIVED
JUL 1 - 1942
STATE HIGHWAY COMMISSION

RECEIVED
APR 23 1942
FOR FILING

LA-WR 5

April 21, 1942

Public Roads Administration
Box 3900
Portland, Oregon

Gentlemen:

Subject: Lewisburg-Corvallis Section
Federal Aid Project No. BA-WR-5

In response to your request of April 18, we are enclosing additional information to be attached to our application for preference rating for the above named project which was forwarded to you on April 17. The application number for this project should be 16.

Yours very truly,

R. H. Baldock
Chief Engineer

GAG EF
Enclosed
cc - Bridge Dept.

RECEIVED
NOV 17 1942
FOR FILING

DA-WR 5 1
2576

April 16, 1942

Mr. W. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland, Oregon

Dear Sirs

We are enclosing herewith seven copies of estimate, three copies of right of way statement and three copies of form PR 46 to accompany plans and specifications for the Lewisburg-Corvallis Section, Project No. DA-WR 5.

Five bid proposals and five sets of blueprint plans are being sent under separate cover.

The amount of state funds set up for this unit has been approximately proportioned on the ratio of the cost of this work to the cost of the total improvement for which the State is to contribute $100,000.00.

Very truly yours,

R. H. BALDOCK
Chief Engineer

By

S. H. Probert
Office Engineer

Dictated by J. W. Nash/ER

Encl.

Oregon State Highway Department

Federal Access Road
Project No. DA-WR 5

ALBANY-CORVALLIS SECTION OF THE

WEST SIDE PACIFIC HIGHWAY IN BENTON COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, April 16, 1952

All Required	Lands, Rights of Way, Easements		$22,000.00

CONSTRUCTION

Suicide Slip (22' Asphaltic Concrete Pavement,
Sta. 2[illegible] to 552+[illegible])

All Required	Clearing and Grubbing		$ 2,700.00
12 cu. yds.	Removal of Misc. Concrete Structures	$ 10.00	120.00
680 cu. yds.	Structural Excavation, Unclassified	2.50	1,700.00
41,500 cu. yds.	General Excavation, Unclassified	0.40	16,600.00
3,500 yd. stns.	Short Overhaul	0.08	280.00
3,900 C-yd. stns.	Long Overhaul	0.40	1,560.00
1,400 lin. ft.	Rounding Cutbanks	0.10	140.00
5.08 miles	Finishing Roadbed and Slopes	500.00	2,540.00
1,300 lin. ft.	15" Concrete Pipe	1.50	1,950.00
200 lin. ft.	18" Concrete Pipe	2.50	500.00
60 lin. ft.	24" Concrete Pipe	3.50	210.00
60 lin. ft.	36" Concrete Pipe	5.50	330.00
1,600 lin. ft.	Salvaging Culvert Pipe	1.00	1,600.00
110 cu. yds.	Class "A" Concrete in Culverts	30.00	3,300.00
30 sq. yds.	Concrete Driveways	2.50	75.00
20 sq. yds.	Concrete Walks	1.80	36.00
10 lin. ft.	Expansion Joints in Walks	0.15	1.50
12 cu. yds.	Class "A" Concrete in Misc. Structures	30.00	360.00
29,000 cu. yds.	3" - 0" Material in Base	1.50	43,500.00
6,500 cu. yds.	1" - 0" Material in Leveling Course and Shoulders	2.75	17,875.00
180 M-gals.	Sprinkling	2.00	360.00
11,000 tons	Class "B" Asphaltic Concrete in Pavement	6.50	71,500.00
		Subtotal	$168,647.50
		10% Engr. & Cont.	16,864.75
		Total	$185,512.25

Length of Roadway (Excl. Brs. Sta. 343+30 and 403+50) 5.083 miles
Cost per mile $36,496.00

Inside City of Corvallis (3" Asphaltic Concrete Pavement, Sta. 552+82.5 to 565+50)

All Required		Clearing and Grubbing		$ 150.00
800	sq. yds.	Removal of Pavement	$ 0.40	320.00
300	sq. yds.	Removal of Walks and Driveways	0.20	60.00
20	cu. yds.	Structural Excavation, Unclassified	2.50	50.00
4,500	cu. yds.	General Excavation, Unclassified	0.40	1,800.00
4,500	yd. stas.	Short Overhaul	0.02	90.00
100	C-yd.stas.	Long Overhaul	0.40	40.00
0.24	mile	Finishing Roadbed and Slopes	500.00	120.00
270	sq. yds.	Concrete Walks	1.80	486.00
60	lin. ft.	Expansion Joints in Walks	0.15	9.00
1,200	cu. yds.	3" - 0" Material in Base	1.50	1,800.00
200	cu. yds.	1" - 0" Material in Leveling Course and Base	2.75	550.00
10	M-gals.	Sprinkling	2.00	20.00
1,000	tons	Class "B" Asphaltic Concrete	6.50	6,500.00
			Subtotal	$11,925.00
			10% Engr. & Cont.	1,192.50
			Total	$13,117.50

Length of Roadway (Excl. Str., Sta. 561+65) 0.239 mile
Cost per mile $ 55,207.11

Inside City of Corvallis (46' Asphaltic Concrete Pavement, Sta. 565+50 to 578+05.5)

All Required		Clearing and Grubbing		$ 150.00
250	sq. yds.	Removal of Walks	$ 0.20	50.00
750	lin. ft.	Removal of Curbs	0.10	75.00
14	only	Removal of Catch Basins	5.00	70.00
400	cu. yds.	Structural Excavation, Unclassified	2.50	1,000.00
1,000	cu. yds.	General Excavation, Unclassified	0.40	400.00
0.24	mile	Finishing Roadbed and Slopes	500.00	120.00
350	lin. ft.	8" Sewer Pipe	0.80	280.00
900	lin. ft.	12" Sewer Pipe	1.00	900.00
90	lin. ft.	Extra for Installing Pipe Under Pavement	1.00	90.00
1	only	Adjusting Manhole	20.00	20.00
12	only	Concrete Catch Basins	30.00	360.00
3	only	Type "B" Manholes	100.00	300.00
90	cu. yds.	Concrete Curbs	25.00	2,250.00
70	sq. yds.	Concrete Driveways	2.50	175.00
110	sq. yds.	Concrete Walks	1.80	198.00
30	lin. ft.	Expansion Joints in Walks	0.15	4.50

800	cu. yds.	3" - 6" Material in Base	$ 1.50	$ 1,200.00
300	cu. yds.	1" - 6" Material in Leveling Course and Shoulders	2.75	825.00
30	cu. yds.	1" - 6" Material in Footpath Foundation Course	3.00	90.00
10	M gals.	Sprinkling	2.00	20.00
1,000	tons	Class "B" Asphaltic Concrete in Pavement	6.50	6,500.00
		Subtotal		$ 15,077.50
		10% Engr. & Cont.		1,507.75
		Total		$ 16,585.25

Length of Roadway 0.238 mile
Cost per mile $ 69,683.92

SUMMARY OF FUNDS REQUESTED

Item	Total Cost	Access Road Funds	State Funds
Lands, Rights of Way, Easements	$ 22,000.00	$ 19,284.00	$ 2,716.00
Outside City (22' A. C. Pave.)	185,512.25	162,612.00	22,900.25
Inside City (33' A. C. Pave.)	13,194.50	11,566.00	1,628.50
Inside City (46' A. C. Pave.)	16,585.25	14,538.00	2,047.25
	$237,292.00	$208,000.00	$29,292.00

LEWISBURG-CORVALLIS SECTION

PROJECT NO. DA-WR 5

While negotiations for rights of way are in progress, some thirty-two parcels have not been acquired, nor has the right to occupy and use the parcels been secured, but it is now believed that all necessary rights of way can be fully acquired within fourteen days.

R. H. BALDOCK
Chief Engineer

By

S. H. Probert
Office Engineer

April 16, 1942

PR 46

Roadway (Lewisburg-Corvallis Section)

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

Sheet 1 of 1 Sheets

Estimate of Materials Required for Roadway
(To Accompany P.S. & E.)

Starting Date (Est.) May 15, 1942 State Oregon

Completion Date (Est.) Oct. 31, 1942 Project No. DA-TR 5

Estimated Total Cost Roadway $215,292.00 Length: Miles 5.560

Code	Material Item	Unit	Quantity	Code	Material Item	Unit	Quantity
1	Cement	Bbl.	600	6	Metal culvert pipe	Lb.	
2	Aggregates	Cy.	120	7	Reinforcing steel	Lb.	4,300
3	Bituminous mat.	Gal.	206,000	8	Structural steel	Lb.	
4	Lumber	M.	30	10	Explosives	Lb.	
5	Timber piling	Lft.					

DA-WR 5 Widen 3 Bridges, Lewisburg-Corvallis, Pacific Hwy. West 1942

#2577

RECEIVED
JAN 27 1943
FOR FILING

10A-WR-5

January 25, 1943

Mr. J. F. Johnston
600 Sherman Street
Sunberg, Oregon

Dear Sirs

The State Highway Commission, at its meeting on January 14, 1943, granted you the extension of time requested, from August 15 to October 9, 1942, without penalty, in connection with state highway contract No. 2577, Lewisburg-Corvallis Section of the Pacific Highway West, in Benton County.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

ML

cc - F. D. Bacon

FORM S-80 SOM 5-41

RECEIVED
FEB 19 19..
FOR FILE

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Jan. 5, 1943

DA-WE-1

Subject: Request for release of warrants on final estimates.

To: Mr. H. R. Glaisyer
O-f-f-i-c-e

	Vou. #	Cont. #	Est. #	Name	Am't.	Wt. #	Note
1.	18132	2577	4-Final	J. F. Johnston	2,161.12	234625	
2.							
3.							
4.							
5.							
6.							
7.							
8.							
9.							
10.							
11.							
12.							

Accepted? No, do not release
ok to release 2/17/42
a.m.

a m

ACCOUNTING DIVISION

By _____
Bookkeeping Dept.

NOTED
A. L. MONSON

Approved _____
Secretary

RECEIVED
DEC 15 1942
FOR FILING

DA-WR 5

December 14, 1942

Columbia Casualty Company
Jas. McL Wood, West & Co.
625 Failing Building
Portland, Oregon

Gentlemen:

You are hereby notified that state highway contract No. 2577 for widening three bridges on the Lewisburg-Corvallis Section of the Pacific Highway West, in Benton County, has been completed by the contractor, J. F. Johnston, and that final settlement, in the amount of $2,161.12, will be made on or after December 24, 1942.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

This notice is served upon you since you appear as surety on the bond furnished by the above-mentioned contractor. Kindly acknowledge receipt of this letter.

For your information, we wish to advise that the total contract amount is $13,251.14 and that no force account work was performed therein. This contract was completed on October 9, 1942, but has not as yet been formally accepted by the State Highway Commission.

Very truly yours,

AM

Secretary

RECEIVED
SEP 21 1942
FOR FILING

DAWR 5

September 21, 1942

Shell Oil Company
1220 S. W. Morrison
Portland, Oregon

Attention: Frank J. Warner

Gentlemen:

In reply to your inquiry of September 18, 1942, we advise that J. F. Johnston's contract, No. 2577, is approximately 50 per cent complete, and that Mr. Johnston has been paid the sum of $7,602.02.

Very truly yours,

AH

Secretary

RECEIVED
JUN 29 1942
FOR FILING

OA-WE 5

June 27, 1942

Mr. J. F. Johnston
800 Sheridan St.
Newberg, Oregon

Dear Sir:

We are sending you today by express a fully executed copy of contract No. 2577 which was awarded to you on June 4, 1942 by the State Highway Commission covering widening of bridges on the Lewisburg-Corvallis Section of the Pacific Highway West in Benton County. This copy is for your records and files.

We are also sending an executed copy to the surety on your bond.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

RS

NOTED
D. J. DeSart

RECEIVED
JUN 29 1942
FOR FILING

LA-WRE

June 27, 1942

Columbia Casualty Company
Jas. McI. Wood, West & Co.
625 Failing Bldg.
Portland, Oregon

Gentlemen:

We are sending you today by express a fully executed copy of contract No. 2577 which was awarded to J. F. Johnston by the State Highway Commission on June 4, 1942, covering widening of bridges on the Lewisburg-Corvallis Section of the Pacific Highway West in Benton County.

Inasmuch as you are surety for the contractor on this job, we are sending you this copy of the contract for your records and files.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

RS

NOTED
D G. DeSart

RECEIVED
JUN 15 1942
FOR FILING

DA-WR 5
#2577

June 12, 1942

Public Roads Administration
Box 3980
Portland, Oregon

Gentlemen:

Subject: Lewisburg-Corvallis Bridges
Project No. DA-WR 5

We are submitting four copies of an application for release of lumber required to widen the Mason Creek Bridge.

Will you please do whatever you can to expedite the release of this material.

Very truly yours,

R. H. Baldock
Chief Engineer

GHS:MB
Enclosure
cc S. A. Gardner

June 12, 1942

Lumber Branch
War Production Board
Washington, D. C.

Gentlemen:

On June 4, 1942, we awarded a contract to Mr. J. F. Johnston of Newberg, Oregon, to widen three bridges on the Lewisburg-Corvallis Section of the Pacific Highway West in Benton County, Oregon. This is an access road project, providing access to Camp Adair near Corvallis, Oregon. The project has been certified by the War Department as essential to national defense, has been approved for construction by the Public Roads Administration, has been designated as Federal Aid Project Oregon BS-SR 5, and has been granted a preference rating of A-1-j under Limited Preference Rating Order No. P-19-e, Serial No. 13582-E.

Part of the work to be done under the contract consists of widening an existing bridge over Dixon Creek, using an untreated timber trestle type of construction. The contractor has ordered the lumber necessary for this work from the I. P. Miller Lumber Company, Monroe, Oregon. The material is frozen in the supplier's yards by the restrictions imposed by Limitations Order No. L-121. We request that this material be released so that the contractor can complete his contract.

Copies of the bill of material required in the bridge widening are attached hereto.

Very truly yours,

R. H. Baldock
Chief Engineer

CAG DG
Enclosure
Public Roads Administration (3)
G. A. Gardner

COPY

S. P. Johnston
GENERAL CONTRACTOR
830 Sheridan Street
Newberg, Oregon

Z. P. Miller Company
Monroe, Oregon

Dixon Creek

10	pcs.	4x18x20	Rgh.	Bents Str.	Stringers
2	"	4x18x20	"	"	"
1	"	4x 8x20	S4S	Sel.	comb
1	"	8x12x20	"	"	"
2	"	4x 6x22	"	"	end pcs.
20	"	4x12x22	S1S	"	deck
2	"	4x 8x12	S4S	"	posts
2	"	4x 8x10	"	"	"
2	"	4x 6x20	"	"	"
1	"	4x 8x16	"	"	rail
2	"	3x 4x16	"	"	"
6	"	2x 2x16	"	"	"
2	"	4x10x12	Rgh.	#1	bridging
2	"	4x12x26	"	"	bulkhead
2	"	4x 6x26	"	"	"
1	"	4x12x16	"	"	"
2	"	4x10x20	"	"	"
280	"	2x6	"	"	"
12	pcs.	2x 8x16	S1S	"	sidewalk
5	"	2x 8x16	S4S		8'er.
5	"	1x6	Shiplap	#2	
2	"	2x4	"	"	

RECEIVED
JUN 6 1942
FOR FILING

DA-WR 6

June 5, 1942

Mr. J. P. Johnston
800 Sheridan Street
Roseburg, Oregon

Dear Sir:

The State Highway Commission on June 4, 1942, awarded you the contract for widening three bridges on the Lewisburg-Corvallis Section of the Pacific Highway West, in Benton County. This award was based on your low bid of $16,379.00, submitted on that date.

Contract forms will be sent to you for execution within a few days.

Very truly yours,
STATE HIGHWAY COMMISSION

By:

Secretary

MS

cc - S. H. Prebert
C. S. Paxson

RECEIVED
JUN 6 1942
FOR FILING

DA-WKS

June 5, 1942

Mr. J. F. Johnston
800 Sheridan Street
Newberg, Oregon

Dear Sir:

We are sending you today by express four copies of contract No. 2577, which was awarded to you by the State Highway Commission on June 4, 1942, covering widening of three bridges on the Lewisburg-Corvallis Section of the Pacific Highway West, in Benton County.

Kindly execute all four copies of this contract as to agreement and bond, and return them to this office for approval by the State Highway Commission. When this has been done a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the paragraph under Section 7, page 13, of the printed general provisions, relative to the Workmen's Compensation Act. You are expected to accept the terms of this act and to carry on your work under this contract in strict conformance thereto.

Your attention is also called to the paragraph on the same page, relating to payment by the contractor of amounts due hospital associations, et cetera.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

RS

NOTED
D. G. DeSart

RECEIVED
JUL 2 1942
FOR FILE

DA-WR 5

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

June 4, 1942

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to confirm our verbal concurrence in award of contract, as of this date, for Oregon Federal Access Road Project No. DA-WR 5, widening of three bridges on the Lewisburg-Corvallis Section of the Pacific Highway West, to J. F. Johnston, Newberg, Oregon, who submitted the one and only bid.

Very truly yours,

W. H. LYNCH
District Engineer

RECEIVED
JUL 1 - 1942
STATE HIGHWAY COMMISSION

324-4201 Twelfth Street Section
City Streets in Salem 1942

-2570

RECEIVED
NOV 18 1942
FOR FILING

324-4201

November 18, 1942

U. S. Fidelity & Guaranty Company
Jos. A. Boyce, Agent
Bodell Building
Portland, Oregon

Gentlemen:

You are hereby notified that State Highway contract No. 2578 for resurfacing South Twelfth Street, in the City of Salem, Marion County, Oregon, has been completed by the contractor, Warren Northwest, Inc., and that final payment in the amount of $750.00 will be made on or after November 28, 1942.

The State is not advised of any unpaid claims for labor or material or of the existence of any claims, debts, dues, or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

This notice is served upon you since you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total contract amount is $16,716.45, and that no force account work was performed therein. This contract was completed on September 3, 1942 and accepted by the Commission October 1, 1942.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

be

NOTED
A. L. MONSON

RECEIVED
FOR FILE

324-4201

October 28, 1942

United States Fidelity & Guaranty Company
J s. A. Boyce
Bedell Building
Portland, Oregon

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semifinal payment to Warren Northwest, Inc. on contract No. 2578 covering 1.26 miles of pavement resurfacing on South Twelfth Street, Salem, in Marion County. This payment is in the amount of $15,966.45 and will be made on or after November 7, 1942. The retained percentage is $750.00.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

Kindly acknowledge receipt of this letter.

Yours very truly
STATE HIGHWAY COMMISSION

be

By
Secretary

NOTED
A. L. MONSON

Form E-1—836—6-41

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

Section South Twelfth Street (Salem) — For Week Ending September 5, 1942

Highway City Street — Kind of work Pavement Resurfacing

Contractor Warren Northwest, Inc. — Section prefix 324-4201

Date of contract June 4, 1942 — Contract number 2578

Date work started August 28, 1942 — Date of completion September 15, 1942

Amount of contract . . . . . $ 20,600.00 — Estimated date of completion ..., 19..

Estimated cost of completed project, exclusive of engineering . . . . . $ 16,717.00 — Per cent of time elapsed 90.29 %

Per cent of contract completed, based on total contract price . . . . . 100 %

Engineering cost to date, $ 301.73, 1.80 % — Date project was completed September 5, 1942

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Pavement resurfacing was completed on Thursday September 3rd. A total of 2209.5 tons of Class "B" Asphaltic Concrete was used.

RECEIVED
SEP 8 - 1942
OFFICE OF
ENGINEER

NOTED
E. M. B...

Signed H. L. Ward

Address Salem, Oregon.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					1.26
Miles partially completed					
Miles completed					1.26
Total estimated quantities					2,200
Estimated quantities moved or placed to date					2,209.5
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					1
Hours per shift					12
Average force on project for week					25

Percentages of men employed on contract to be secured from:

..... County, ...%; ..... County, ...%; ..... County, ...%; ..... County, ...%;

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	Marion COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men	21					2	23
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons	8						
Men and tractors							

Equipment used during week: Shovels ....., Power graders ....., Rollers 2, Mixers ....., Crushing or screening plants .....

Compressors ....., Bulldozers ....., Sheet-foot rollers ....., Paver-1, ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday 30	Clear		
Monday 31	Warm		
Tuesday 1	Hot		
Wednesday 2	Clear		
Thursday 3	"		
Friday 4	"		
Saturday 5	Cloudy		

STATE PRINTING DEPT.

RECEIVED
JUL 16 1942
FOR FILING

STATE OF OREGON
EXECUTIVE DEPARTMENT
SALEM

CHARLES A. SPRAGUE
GOVERNOR

324-4201

COPY

July 6, 1942.

Mr. Chud W. Wendle
Salvage Coordinator
War Production Board
405 White-Henry-Stuart Building
Seattle, Washington

Dear Mr. Wendle:

On receipt of your letter of June 30 I asked the State Highway Department for a report respecting the possibility of salvaging steel rail on South Twelfth Street in Salem, Oregon.

The State Engineer of the Commission, Mr. R. H. Baldock, has given me a report on this matter, a copy of which I enclose.

From this you will see that the cost of the salvage is so much in excess of the amount to be realised from the steel that it seems quite impractical for the Highway Commission to do the work.

If you have any other suggestions in the matter, please let us know.

Yours very truly,

CAS:B
enclosure

Governor.

NOTED

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JUL 7 1942
FOR FILING

324-41 1

Copies Referred To
Adm
Oregon - State Dept.
Governor.

Copies Referred To
Materials
Salvage

July 6, 1942

Honorable Charles A. Sprague
Governor of the State of Oregon
Salem, Oregon

Dear Governor Sprague:

In regard to the letter of Chas V. Vandis, Salvage Coordinator, requesting an investigation of the removal of the steel rails on South Twelfth Street prior to resurfacing, I wish to advise that this matter was thoroughly investigated, and the State Highway Commission could not see its way clear to remove these rails. South Twelfth Street is not a state highway and still retains its status as a city street, but it is one of those heavy-traffic arterials on which the State Highway Commission has agreed to the maintenance.

This street is in very bad condition, and the amount of $20,000 allocated for its resurfacing is merely enough to effect temporary repairs; therefore, it seemed clearly impractical to spend additional state highway money up to an estimated amount of $16,000 to salvage rails whose scrap value appears to be only about $1,600, or one-tenth of the cost of the salvaging.

It is quite difficult to make an accurate estimate of the cost of removing these rails, but such work as we were compelled to do in Portland cost the contractor approximately $1.00 per lineal foot. On this basis, the cost for the rail on South Twelfth Street would be $9,410. We would then have to backfill the trench, which would require approximately 350 cubic yards of concrete, which would cost $7,000 at present prices, making a total cost of $16,410 to salvage 3,404 lineal feet of 90-pound rail and 6,006 lineal feet of 72-pound rail, or 118 gross tons valued at $14 per gross ton f.o.b. Salem, or $1,568. Assuming that these estimates may be high, it is certain that the cost of the salvage of the rails far exceeds their money value.

This resurfacing is under contract to Warren Northwest Inc. who plan to do it as a fill-in during the surfacing job on the Salem Airport. These paving contractors are badly handicapped by lack of adequate crews and the work on the Salem Airport has been delayed nearly a month for that reason; therefore, I think the contractors would be very unwilling to undertake the removal of these rails even though the Government

FORM E-30 2000 12-41

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 3, 1942

Subject:

To: Mr. H. G. Smith
Construction Engineer
O f f i c e

Dear Sir:

Mr. Baldock requested that I report to you the estimated costs of removal of rail on South 12th Street. The nearest estimate we can get to the amount of rail embedded in the pavement on South 12th Street is 3,404 linear feet of 90-pound rail and 6,006 linear feet of 72-pound rail, making approximately 246,000 pounds or 112 gross tons. This material must be classified as scrap, as the major part of it is thin-web pavement section which has been down for so many years that the sections are appreciably reduced. The ceiling price on scrap rail is $16.75 per gross ton Seattle. The freight to Seattle would make this approximately $14.00 per gross ton Salem, or a total value of scrap material of $1,568.00.

It is difficult to estimate the cost of removing these rails. We kept cost data on comparable work on Front Avenue in Portland, and it was costing the contractor approximately $1.00 per linear foot to chip out the pavement around the rail. This took out a section of pavement about two feet wide. On this basis, the cost for the rail on 12th Street would be $9,410.00. We would then have to backfill the trench, which would require approximately 350 cubic yards of concrete. At present prices, this concrete would cost $20.00 per yard, or $7,000.00, making a total estimate of $16,410, or about ten times the salvage value of the rail.

We have three bids for the removal of streetcar tracks on the Front Avenue job in Portland. These average $1.47 per linear foot of track, or 73½ cents per foot of rail. This price does not

NOTED
H. G. SMITH

include the removal of the pavement, which, under the average price bid, would have been 14 cents per linear foot of rail, making a total bid price of 87½ cents per foot of rail removed. It should be noted also that the price on the pavement removal was based on the removal of the entire pavement across the street, and the cutting of these narrow trenches for the rails could not be done for this money. I believe the costs given above on the basis of $1.00 per linear foot for cutting the trenches is a reasonable estimate of cost under present conditions.

Very truly yours,

G. S. Paxson
Bridge Engineer

GSP CM

STATE OF OREGON
EXECUTIVE DEPARTMENT
SALEM

DESK MEMO

To Mr. Baldock Date July 2, 1942

SUBJECT:

In reply refer to:
PROJ-FILE-1

Will you please furnish this office with a report on the subject discussed in the attached letter in order that a reply may be made to Mr. Wendle?

Thank you.

Helen W. Beelar

Secretary to the Governor.

REFERRED TO
H6 Smith
By Chief Engineer

Give me estimate of Cost in my answer to letter this

COPY

t the State High-
115 tons of rail

ed very urgently

re resurfacing
nough money to
ur from the mov-

er before start-
ing this project and advising us if the State could handle the salvaging of this steel.

Your kindness and cooperation in this matter will be gratefully received.

Yours truly

A. T. L. WILLIAMSON
Senior Commercial Specialist

By (Sgd) C.W. WENDLE

Chud W. Wendle
Salvage Coordinator

CWW-m

WAR PRODUCTION BOARD
Washington, D. C.

405 White-Henry-Stuart Building
Seattle, Washington
June 30, 1942

In reply refer to:
PROJ-FILE-1

COPY

The Honorable Charles Sprague, Governor
State of Oregon
Salem, Oregon

Dear Sir:

It has come to the attention of this office that the State Highway Commission has plans to cover approximately 115 tons of rail in Twelfth Street, Salem.

As you no doubt know steel of this type is needed very urgently in our war effort.

We believe that you could remove this rail before resurfacing the streets and from the selling price obtain enough money to pay part of the additional cost which would occur from the moving of this rail.

We would appreciate your looking into this matter before starting this project and advising us if the State could handle the salvaging of this steel.

Your kindness and cooperation in this matter will be gratefully received.

Yours truly

A. T. L. WILLIAMSON
Senior Commercial Specialist

By (Sgd) C.W. WENDLE

Chud W. Wendle
Salvage Coordinator

CWW-m

RECEIVED
JUN 29 1942
FOR FILING

3[illegible]-43[illegible]

June 27, 1942

Warren Northwest, Inc.
P. O. Box 5072
Portland, Oregon

Gentlemen:

By express we are forwarding to you a fully executed copy of contract No. 2578 awarded to you on June 4, 1942, for pavement resurfacing on South Twelfth Street in the City of Salem, Marion County.

This copy is for your records and files.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

[illegible]

NOTED
[illegible] Court

RECEIVED
JUN 6 1942
FOR FILING

321-V

June 5, 1942

Warren Northwest, Inc.
P. O. Box 5072
Portland, Oregon

Gentlemen:

We are sending you today by express four copies of contract No. 2578, which was awarded to you by the State Highway Commission on June 4, 1942, covering 1.26 mile pavement resurfacing on the South Twelfth Street Section, in Salem, Marion County.

Kindly execute all four copies of this contract as to agreement and bond, and return them to this office for approval by the State Highway Commission. When this has been done, a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the paragraph under Section 6, page 15, of the printed general provisions, relating to the Workmen's Compensation Act. You are expected to accept the terms of this act and to carry on your work under this contract in strict conformance thereto.

Your attention is also called to the paragraph on the same page, relating to payment by the contractor of amounts due hospital associations, et cetera.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

RS

NOTED
D. G. DeStart

RECEIVED
JUN 6 1942
FOR FILING

324-H201

June 5, 1942

Warren Northwest, Inc.
Box 5072
Portland, Oregon

Gentlemen:

The State Highway Commission on June 4, 1942, awarded you the contract for 1.26 miles pavement resurfacing on the Twelfth Street Section in the City of Salem, Marion County. This award was based on your low bid of $20,600.00 submitted on that date.

Contract forms will be sent to you for execution within a few days.

Very truly yours,
STATE HIGHWAY COMMISSION

By:

Secretary

MS

cc - S. H. Probert
C. S. Paxson

FORM S-120E 1M 5-41

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN
PORTLAND
HURON W. CLOUGH, MEMBER
CANYONVILLE
HERMAN OLIVER, MEMBER
JOHN DAY

RECEIVED
APR 1
FOR FILING
Mayor & City Council

324 - 424

OREGON
STATE HIGHWAY COMMISSION

R. H. BALDOCK, CHIEF ENGINEER
C. B. McCULLOUGH, ASS'T CHIEF ENGINEER
J. M. DEVERS, CHIEF COUNSEL
H. B. GLAISYER, SECRETARY

SALEM

April 24, 1942

IN REPLY PLEASE REFER TO FILE NO.

Honorable Mayor Chadwick and
City Council,
Salem, Oregon.

324-63

REFERRED TO
Prokett
By Chief Engineer

Let Ivy & do this by contract

Gentlemen:

Reference is made to the agreement between the State Highway Commission and the city officials of Salem, whereby certain allocation of money was provided by the State for the maintenance and improvement of certain streets within the city not on the state highway route.

It was the intention of the State Highway Commission to provide for the maintenance of certain heavy traffic streets in the various cities that were subjected to heavy traffic originating along or passing over the highway routes adjoining the cities and creating a problem for city street maintenance not contemplated or provided for in city budgets.

In accordance with this agreement, plans were prepared for the reconstruction of a section of Hood Street and the resurfacing of 12th Street between State and the south city limits, which work was requested and approved by your honorable body. Due to the recent requirements of the Federal Government covering construction work, we find it is impossible to include the proposed construction work on Hood Street in the work to be done under the agreement with the City of Salem.

Under the plans as prepared, it was proposed to do a plant patching job on South 12th Street to the total amount of the money available, which amounted to some $12,000.00. South 12th Street, because it is an alternate route for traffic passing through Salem on the Pacific Highway north and south, is subjected to a great deal of very heavy commercial traffic and therefore fits in very nicely with the proposed improvement on streets subjected to heavy traffic but not on the state highway system. Particularly within the last

month or two it has shown considerable surface breakage and distress. The patching work as originally proposed within the limit of the $12,000.00 would have been quite inadequate to suitably repair this street.

It is, therefore, our recommendation that we use the funds that were set up for the reconstruction of Hood Street to provide a better improvement in the resurfacing of South 12th Street. After discussing this matter with your City Engineer, we firmly believe that this is the thing to do and will revamp our plans to provide a contract covering the improvement of South 12th Street only. It is planned to let the contract for this work on the May 20th meeting, and we request the City's immediate approval of this altered plan.

Yours very truly,

F. D. EASON,
Division Engineer.

FDE:AH
cc Mr. Harold Davis
R. H. Baldock

FORM E-30 3OM 9-41

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JUL 10 1942
FOR FILING

AGENDA
MAR 18 1942
22

AGENDA
APR 2 1942
36

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 14, 1942

324-42-1

Subject: Salvaging Railroad Rail on South 12th Street in Salem

To: Mr. C. B. McCullough
Assistant Chief Engineer
O f f i c e

Dear Sir:

As near as I can determine, there are approximately 3,404 linear feet of 90-pound rail and 6,006 linear feet of 72-pound rail on the section of South 12th Street in Salem which we expect to repave. I believe the entire rail could be salvaged by breaking out the 18-inch strip between the rail and the end of the tie and slipping the tie sideways without disturbing the surfacing between the rails. If this could be done and the rails cut in accordance with the attached sketches, we would be able to salvage approximately 100 tons of bar steel in usable dimensions. The sizes of the bars are as shown on the attached sketches and the following tables.

Bar Steel from Southern Pacific Company's
90-pound Standard Rail

Section	Area	Weight Per Ft.
A	3.36	11.42
B	.56	1.90
C	.82	2.78
D	.78	2.65
E	1.51	5.13
F	.78	2.65
		26.53

1,702 x 2 x 26.53 = 90,308 pounds

REFERRED TO
H.B. Glaisyer
For Agenda

R

Steel Bars from Lorain Section 331 (72-pound)

Section	Area	Weight Per Ft.
A	3.11	10.60
B	.57	1.94
C	.57	1.94
D	.48	1.63
E	1.03	3.50
F	.48	1.63
		21.24

6,006 lin. ft. at 21.24 = 127,567 pounds

My estimate of the cost of removing the rail, patching the pavement, and cutting the rail as shown is as follows:

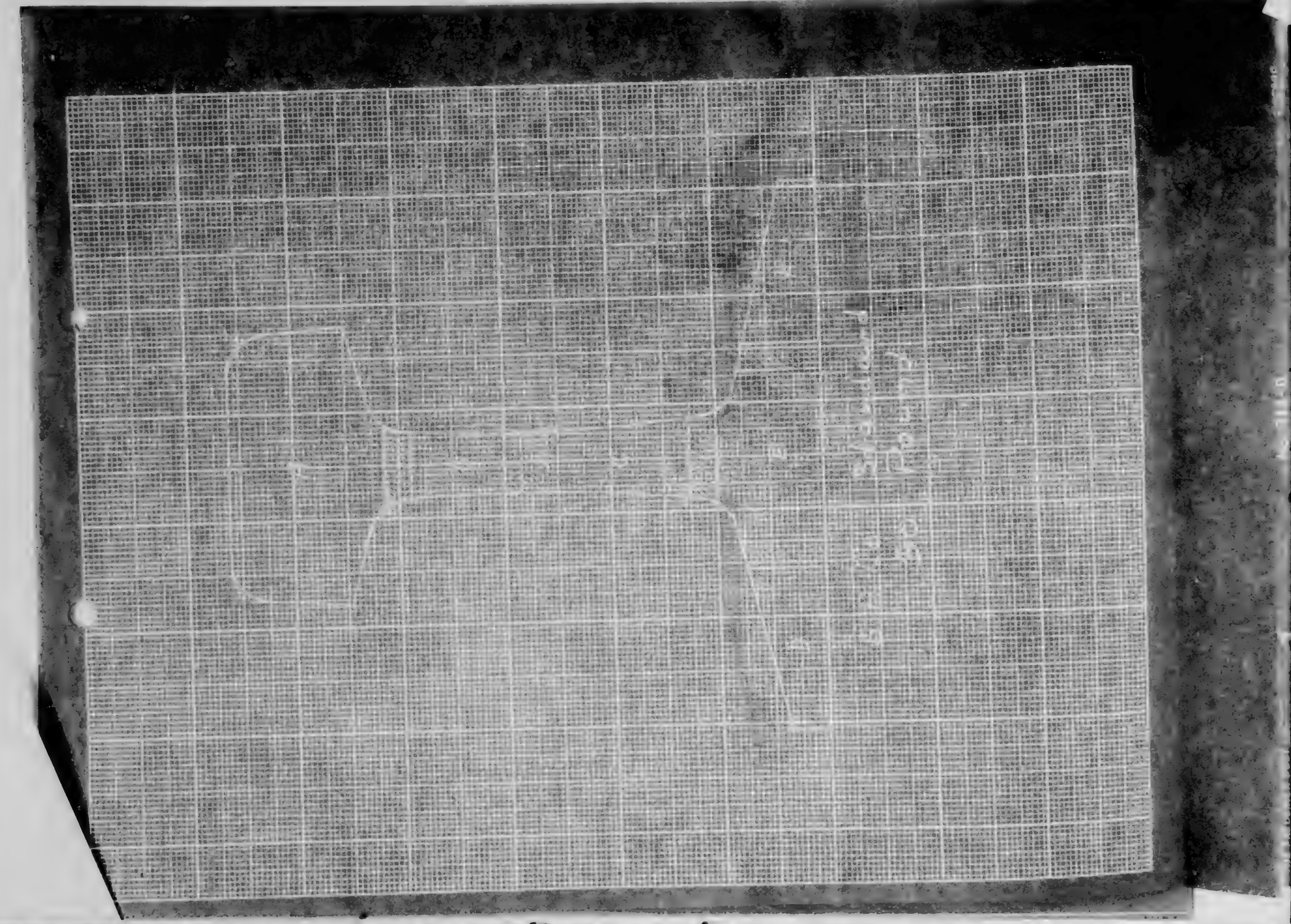
Removing Surfacing	7,858 lin. ft. at	$ 0.06	$ 471
Removing Surfacing	1,552 lin. ft. at	0.10	155
Replacing Surfacing	260 cu. yd. at	10.00	2,600
Cutting Steel	46,550 lin. ft. at	0.08	3,724
		Total	$6,950

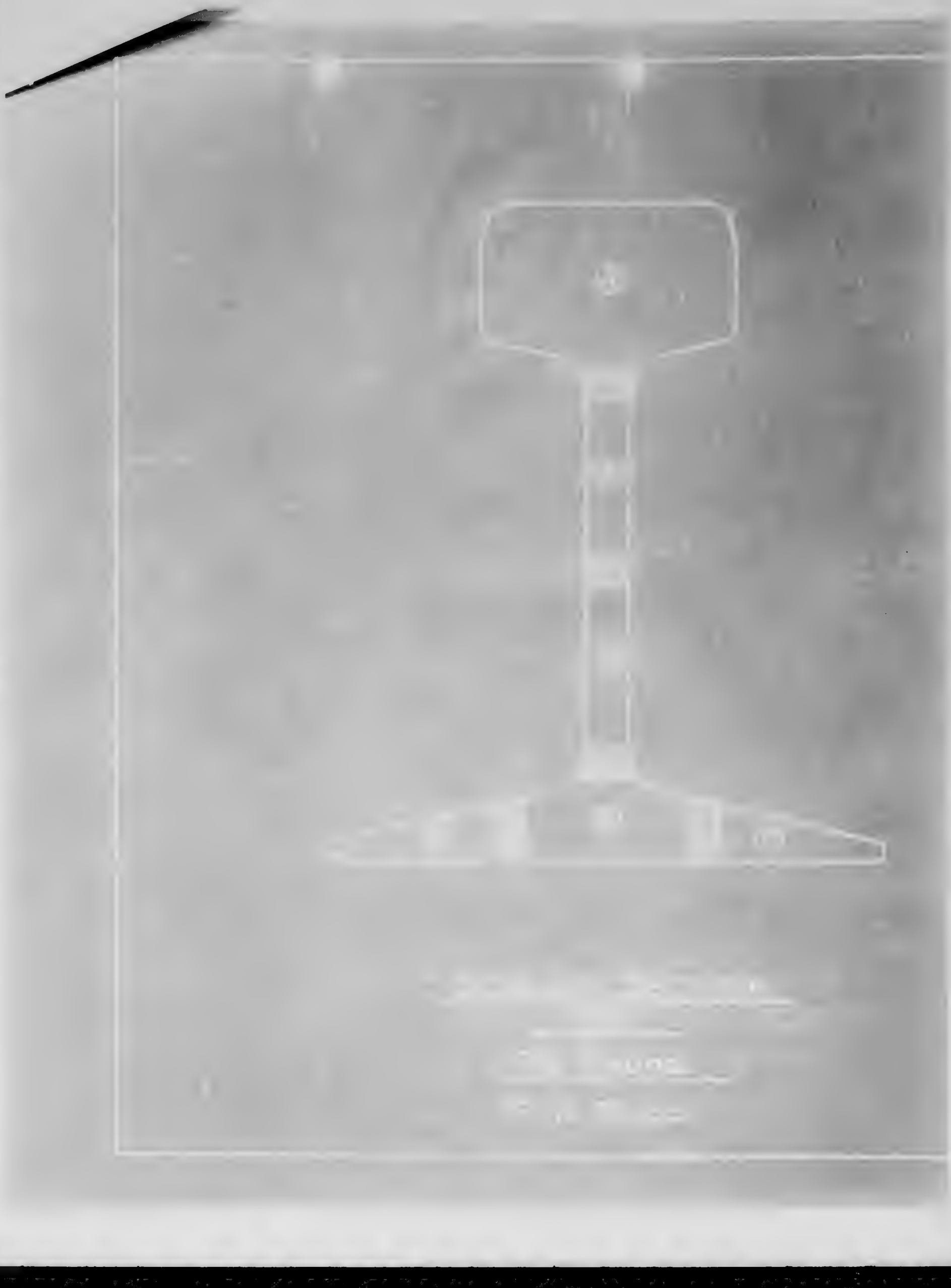
Based on a salvage of 100 tons, this will cost us approximately 3½ cents per pound. The estimate given for removing surfacing is based on a 6-cent price for the section from the south city limits to Mission Street, which section has Belgium blocks outside the rail, and on a 10-cent per linear foot price from Mission Street to Oak Street where the surfacing is concrete.

Very truly yours,

G. S. Paxson
Bridge Engineer

GSP CM
Attached
cc H. G. Smith





RECEIVED
MAR 12 1942
FOR FILING

324-4201
2578

CITY OF SALEM
OREGON

HANNAH MARTIN
RECORDER
MUNICIPAL JUDGE - PURCHASING AGENT

March 9, 1942

RECEIVED
MAR 10 1942
STATE HIGHWAY COMMISSION

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

Enclosed is a certified copy of a resolution that was adopted at the last meeting of the City Council, requesting the elimination of the 15 foot parking strip prolongation on South 12th Street between the first alley South of Ferry Street Southerly to Mill Street on 12th Street and widening the street approximately 15 feet.

Very truly yours,

Hannah Martin Hanzen

HANNAH MARTIN HANZEN
City Recorder

HMH:CZ
encl

N.G.S.
Inv. + Costs

RECEIVED
FEB 21 1942
FOR FILING
324-4201
2578

Salem
February 16, 1942

12th Street Improvement

Mr. H. G. Smith
Construction Engineer
OFFICE

In reference to the South 12th Street job, it would appear from Mr. Pearson's investigation that the most economical and efficient procedure would be to burn off the tops of the rails, unless it develops that the ties are so badly decayed that it would be impractical to pave over them, in which latter case we would have to take up the ties and salvage the entire rail.

I do not believe the contract should be let until we have made an investigation to determine this and also until we have secured written permission from the City to salvage the rails for our own use.

CHM:MC

C. H. McCullough

cc - S. H. Probert
S. S. Pearson

RECEIVED
FEB 9 1942
FOR FILING

Const
Projects
Municipals

Salem

February 7, 1942

Honorable W. W. Chadwick
Mayor, City of Salem
Salem, Oregon

Dear Mayor Chadwick:

One of the streets covered by the cooperative agreement recently executed by the City of Salem and the Oregon State Highway Commission was South Twelfth Street, from State Street to the city limits.

There are some old street car rails on this route which we would like to remove and use. Normally the cost of salvaging material of this kind is so great as to render it uneconomical; however, owing to the present shortage of reenforcing steel, we believe that it would pay us to take out this old steel and store it in our shops for future use.

The removal of these steel rails, of course, will be done without expense to the City and, furthermore, we will fill up the area with concrete so that the final surfacing will be exactly as good as if the rails had been left in place.

The purpose of this communication is to make inquiry as to whether you have any objection to the removal of these steel rails, and the utilization of the same by this department. If you have no objection, we will cover the matter by a clause in our contract requiring the contractor to remove these rails and turn them over to the state.

We will be glad to hear from you in this connection.

Very truly yours,

C. B. McCullough
Assistant Chief Engineer

CBM:MM

DA-NI 2 Widen Bridge over OWRR&N Tracks,
North Burgard Street, Portland 1942

#2579

RECEIVED
JUL 9 1947
FOR FILING

DA-NI-2(1)

July 2, 1947

Mr. T. H. Davis
District Engineer
Public Roads Administration
Post Office Box 3900
Portland 6, Oregon

Dear Sir:

Reference is made to the North Portland Shipyard Access Road Project No. DA-NI 2 (1) for which the final payment from Federal funds was recently received.

Included in the final voucher for this project was the cost of work performed by the Union Pacific Company's forces in connection with the construction of the Burgard Street Overcrossing structure.

We find no record of having received a copy of your audit of the railroad company's bill and it will be appreciated if you will send one to us, that final payment to the railroad company can be made.

Very truly yours,

R. H. Baldock
State Highway Engineer

JWH:lh

RECEIVED
AUG 11 1944
DA-N1 2
#2579

August 8, 1944

COPY

Union Pacific Railroad Company
Omaha 2, Nebraska

Attention: Mr. R. M. Sutton
Auditor of General and Station Accounts

Gentlemen:

Reference is made to your letter of August 3 concerning your unpaid bills for work on various grade separation projects in Oregon.

Your Bill No. 34140, Agreement No. 4924, covering work on the overcrossing of your main line near Stanfield in Umatilla County, Oregon, should be ready for payment in the near future. All accounts on this project have been audited by the Public Roads Administration with the possible exception of the railroad bill itself, which will be audited from the Omaha office. As soon as we receive a return from the Public Roads Administration, the voucher can go through for payment.

Your Bill No. 135960, Agreement No. 5088, covering work on the undercrossing of your main line at Ordnance in Umatilla County, Oregon, is in the same status as given above. Your Bill No. 132759, Agreement No. 4127, covering work on the Burgard Street Overcrossing of your railroad in Multnomah County, has not yet been audited by the Public Roads Administration. The date of their next audit in this office is indefinite but we hope it will be within the next 60 to 90 days.

Your Bill No. 13447, Agreement No. 4107, and your Bill No. 132761, Agreement No. 4129, covering work on the Going Street Overcrossing of your tracks in the City of Portland, has not yet been audited by the Public Roads Administration. The Agreement between the railroad company and the State covering this work was only executed a short time ago and has now been submitted to the Public Roads Administration, after which an audit of the accounts can be made.

Very truly yours,

C. B. McCullough
Assistant State Highway Engineer.

GSP GM
cc G. S. Paxson
Carl Smith

COPY

FORM E-80 2M 1-40

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

May 22, 1943

AA-NI 2

SUBJECT: Request for release of warrants on final estimates.

To: Mr. H. B. Glaisyer
O-f-f-i-c-e

	Vou. #	Cont. #	Est. #	Name	Am't.	Wt. #	Note
1.	5665	2579	5-Final	O. W. Pierce	1,634.70	240754	
2.							
3.							
4.							
5.							
6.							
7.							
8.							
9.							
10.							
11.							
12.							

Accepted? Ok for release OM.

ACCOUNTING DIVISION

By _____
Bookkeeping Dept.

Approved _____
Secretary

NOTED
A. L. MONSON

DH-N1 2

May 4, 1943

Great American Indemnity Co.
Harvey Wells-Reed Insurance Agency
Failing Building
Portland, Oregon

Gentlemen:

You are hereby notified that state highway contract No. 2579, for work on the Burgard Street Overcrossing on North Burgard Street, in Portland, has been completed by the contractor, O. M. Pierce, and that final payment in the amount of $1,634.70 will be made on or after May 14, 1943.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues, or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

For your information we wish to advise that the total contract amount is $10,676.95, of which amount $785.89 represents the amount of force account items. This contract was completed on December 16, 1942, and accepted by the Commission on March 17, 1943.

This notice is served upon you since you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

ES

NOTED
A. L. MONSON

DA-NI 2

May 3, 1943

Mr. O. N. Pierce
212 Russell St.
Portland, Oregon

Gentlemen:

The State Highway Commission, at its meeting on March 17, 1943, granted you the extension of time requested, from September 30 to December 16, 1942, without penalty, in connection with contract No. 2579, for the widening of North Burgard Street Overcrossing on the North Portland Shipyard Access Road, in Multnomah County.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

RS

cc - F. T. Young

DA-NI 2

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

March 15, 1943

POST OFFICE BUILDING
PORTLAND, OREGON

NOTED

RECEIVED
MAR 26 1943

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to our letter of May 21, 1942, authorizing advertising for bids on Oregon project DA-NI 2, the last paragraph of which referred to a railroad force account item. Mr. Paxson's reply of May 25 advised that an agreement was being prepared.

On June 18 the project agreement estimate was submitted containing this item, and on June 29 we advised that action on the estimate must be deferred pending receipt of the State-Railroad agreement.

We are still holding this agreement estimate here pending receipt of the agreement with the railroad and would appreciate it very much if its submission can be expedited.

Very truly yours,

W. H. LYNCH
District Engineer

North Bend is intervening

Copy sent to Paxson

RECEIVED
MAR 1 8 1943
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JUL 13 1942
FOR FILING
DA-NI 2

SALEM
July 13, 1942

Agreement with U. P. Railway Company and City of Portland re North Burgard Street Overcrossing

Mr. J. W. DeSouza
Assistant Attorney

I am returning to you herewith three copies of the proposed agreement between the Union Pacific Railroad Company, the City of Portland, and the State of Oregon covering the Burgard Street Overcrossing in Multnomah County. These have been signed by the State Highway Commission and are now ready for execution on the part of the City of Portland and the railroad company.

When execution is complete, will you please furnish me one executed copy for the Commission's records and files.

HEG:AH

Secretary

RECEIVED
JUL 3 1942
FOR FILING

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 2, 1942

LH-N1 2

Subject:

To: Mr. H. B. Glaisyer
Secretary
O f f i c e

Dear Sir:

Herewith we hand you for execution by the Commission three copies of proposed form of agreement between Oregon-Washington Railroad & Navigation Company, Union Pacific Railroad Company, City of Portland, and State of Oregon, acting by and through its State Highway Commission, covering the overcrossing on North Burgard Street in Portland.

The proposed form of agreement has been approved by Mr. G. S. Paxson and meets with the approval of this office as to form.

Kindly return all three copies to this office for further handling after execution by the Commission. Also please return Mr. Paxson's original letter which is attached to the agreement forms.

Yours very truly,

J. H. DEVERS

NOTED
State Highway Engineer

By

J. W. DeSOUZA
Assistant Attorney

Enclosures
JWD:AW
cc Mr. G. S. Paxson
Mr. R. H. Baldock

RECEIVED
JUN 29 1942
FOR FILING

DH-NI 2

June 27, 1942

Mr. O. H. Pierce
212 N. Russell St.
Portland, Oregon

Dear Sir:

We are sending you today by express a fully executed copy of Contract No. 2579 which was awarded to you on June 4, 1942, by the State Highway Commission, covering the Burgard Overcrossing widening on North Burgard Street in Portland, Multnomah County. We are also sending an executed copy to the surety on your bond. This copy is for your records and files.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

MS

NOTED
D 3. DeSart

RECEIVED
JUN 29 1942
FOR FILING

LA-NI 2

June 27, 1942

Great American Indemnity Company
Harvey Wells-Reed Insurance Agency
Failing Building
Portland, Oregon

Gentlemen:

We are sending you today by express a fully executed copy of contract No. 2579 which was awarded to O. H. Pierce by the State Highway Commission on June 4, 1942, covering the Burgard Overcrossing widening on North Burgard Street in Portland.

Inasmuch as you are surety for the contractor on this job, we are sending you this copy of the contract for your records and files.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

RS

NOTED
D G. DeSart

RECEIVED
FOR FILING

Great American Indemnity Company New York

Harvey Wells - Fred C. Reed • General Agents
417 FAILING BUILDING - ATwater 7305 - PORTLAND, OREGON

LA-NI 2

June 17, 1942

Oregon State Highway Commission
Salem, Oregon

Re: Contract No. 2579
Bridge No.6660, O.N.Pierce

Gentlemen:

We are sending under separate cover contracts for the construction of the Burgard Street Overcrossing; and, in accordance with the insurance requirements contained therein, we are also forwarding two copies, together with two certificates, of LCA 1644 of the Great American Indemnity Company, covering $100/200M limits of Contractors' Public Liability; and $25/50M limits Property Damage, written in the name of O.N. Pierce; and Policy LP 14096, covering for similar limits, of Public Liability, written in the name of the Oregon-Washington Navigation Company, et al; and Utah Home Fire Insurance Company Policy PF 1808 for $25/50M limits of Property Damage, written in the name of the railroad company.

We trust that the policies and the accompanying certificates will be found in order and will meet the requirements of your specifications. Originals are being delivered to the interested parties.

Very truly yours,

HARVEY WELLS-REED INSURANCE AGENCY

By Fred C. Reed.

FCR
vp

contracts rec'd
6-18-42
D.S.Woodard

RECEIVED
JUN 18 1942
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JUN 6 1942
FOR FILING

DP-NI 2

June 5, 1942

Mr. O. M. Pierce
712 North Russell Street
Portland, Oregon

Dear Sir:

We are sending you today by express four copies of contract No. 2579 which was awarded to you by the State Highway Commission on June 4, 1942, covering the widening of the existing bridge over the O.W.R.R.& N. tracks on North Burgard Street in Portland, Multnomah County.

Kindly execute all four copies of this contract as to agreement and bond, and return them to this office for approval by the State Highway Commission. When this has been done a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the paragraph under Section 7, page 13, of the printed general provisions, relating to the Workmen's Compensation Act. You are expected to accept the terms of this act and to carry on your work under this contract in strict conformance thereto.

Your attention is also called to the paragraph on the same page, relating to payment by the contractor of amounts due hospital associations, et cetera.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

MS

NOTED
D. G. DeSart

RECEIVED
JUN 6 1942
FOR FILING

EA-NI 2

June 5, 1942

Mr. O. E. Pierce
212 North Russell St.
Portland, Oregon

Dear Sir:

The State Highway Commission on June 4, 1942, awarded you the contract for widening the existing bridge over the O.W.R.R.& N. tracks on North Burgard Street, in Portland, Multnomah County. This award was based on your low bid of $10,890.00, submitted on that date.

Contract forms will be sent to you for execution within a few days.

Very truly yours,
STATE HIGHWAY COMMISSION

By:

Secretary

MS

cc - S. H. Probert
C. S. Paxson

RECEIVED
JUN 2 1942
FOR FILING

DA-NI 2

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

June 4, 1942

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to confirm our verbal concurrence in award of contract, as of this date, for Oregon DA-NI 2, North Burgard Street Overcrossing on the North Portland Access Roads, to O. N. Pierce, Portland, Oregon, who submitted the low bid.

Very truly yours,

W. H. LYNCH
District Engineer

RECEIVED
JUN 1 - 1942
STATE HIGHWAY COMMISSION

DA-NI 2 North Portland Shipyard Access Road
Project on three access roads 1942

#2580

RECEIVED
14

Stencil No. 124

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

DA-NI 2

June 16, 1943

POST OFFICE BUILDING
PORTLAND, OREGON

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Oregon DA-NI 2 (1)
North Portland Shipyard Access Road
and N. Burgard Street Bridge.

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the _____ project agreement and certificate for the above-numbered project.

Very truly yours,

W. H. LYNCH
District Engineer

By L. Caufield
L. J. Caufield
Sr. Highway Engineer

Encl.

Jun

RECEIVED
JUN 17 1943
OREGON
STATE HIGHWAY COMMISSION

We 4pe 16883

Form P. R. 2

State Oregon

Project No. DA-II 2(1)

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 6th day of May, 1943

by and between The Oregon State Highway Commission

, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Federal Works Administrator, hereinafter called the Administrator, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto: and the Defense Highway Act of 1941.

Whereas the Highway Department of said State submitted on the _____ day of _____, 19____, a project statement, which was approved on the _____ day of _____, 19____, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated for the administration of the Federal Highway Act, has furnished surveys, plans, specifications, and estimates for Section _____ of said project which were recommended for approval by the District Engineer of the Public Roads Administration on the 21st day of May 19 43; and

Whereas the Administrator has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of two hundred twelve thousand, seven hundred six and 60/100 dollars ($ 212,706.60) as the share of the United States payable under said act on account of Section _____ of said project, which does not exceed the authorized Federal-aid pro-rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Administrator do hereby mutually agree as follows:

16—11379

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(*a*) By the State from funds made available for the construction of access roads under the provisions of the Defense Highway Act of 1941 approved November 19, 1941 (Public Law 295 - 77th Congress).

(Include date and citation of act of legislature by which authorized)

(*b*) From other sources

(State how placed under direct control of Highway Department)

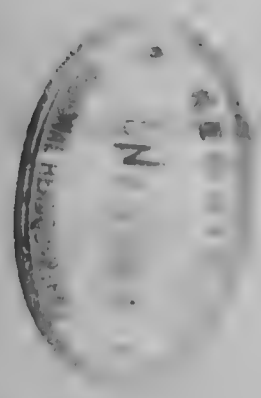
ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Defense Access Road to the North Portland Shipyards: Unit 1, beginning at survey station 22+54 on Burgard Road and ending at survey station 127+00 on North Walker Street, (except survey stations 119+50 to 122+75); Unit 2, North Burgard Street, beginning at survey station 2+20 and ending at survey station 64+0; Unit 3, North St. Johns Avenue, beginning at survey station 0+00 and ending at survey station 7+80

, length 2.738 miles, in Multnomah County, being Section 16 Oregon Defense Access project No. DA-OR 2(1) consisting of 2.706 miles of roadway and one bridge of more than 20 feet clear span, 0.032 of a mile in length.

16—11379 - GPO



CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Administrator or his agents, and in accordance with the laws of said State, the rules and regulations of the Administrator, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Administrator or his authorized representatives. Such construction work as may be performed by force account shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Administrator, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

The project covered by this agreement provides for an access road certified as important to the national defense as required by the provisions of Section 6 of the Defense Highway Act of 1941 (Public Law 295 - 77th Congress).

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of [redacted] said project shall not in any event exceed the sum of two hundred twelve thousand, seven hundred six and 60/100 dollars ($ 212,706.60), certified to the Secretary of the Treasury as above mentioned, which [redacted] to [redacted] the approved total estimated cost of [redacted] said project.

PAYMENTS

ARTICLE V. As the construction of said project progresses, the Administrator shall from time to time draw warrants on the Secretary of the Treasury for the payment to The State Treasurer (Official or depository) hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon (Name) of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Administrator after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

The Administrator reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. 529, laws 1939. (Include reference to statute authorizing funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

GPO 16—11379

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Administrator on the _____ day of MAY 28 1943, 19__

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By T H Banfield

Chairman, State Highway Commission
(Title of officer)

By _____

Member, State Highway Commission
(Title of officer)

By M K Thompson

Member, State Highway Commission.
(Title of officer)

By _____

_____
(Title of officer)

By _____

_____
(Title of officer)

FEDERAL WORKS ADMINISTRATOR,

By W. M. Kearny

Acting Commissioner of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE 16—11279

Form PR. 8—Revised

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

THE SECRETARY OF THE TREASURY, AND

THE STATE HIGHWAY DEPARTMENT OF THE STATE OF Oregon

Pursuant to the acts above cited, I hereby certify—

FIRST. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Agency as Defense Access Project No. DA-NI 2(1) State of Oregon

SECOND. That in accordance with said provisions I have approved the sum of $ 212,706.60 as the total estimated cost of said project, and the sum of $ 212,706.60 as the share of the United States, payable under said acts on account of such project, which [redacted] is [redacted] said total estimated cost.

Done at the city of Washington, this ..... day of .....
one thousand nine hundred and MAY 28 1943

FEDERAL WORKS ADMINISTRATOR,

By W. W. Fenny
Acting Commissioner of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE 16—10130

FOR FILING

DA-NI 2

June 11, 1943

Glens Falls Indemnity Company
Rodgers Insurance Agency
Title & Trust Building
Portland, Oregon

Gentlemen:

You are hereby notified that state highway contract No. 2580 for work on the North Portland Shipyard Access Road on the Portland city streets, in Multnomah County, has been completed by the contractors, Parker-Schram Company, and that final payment in the amount of $4,815.22 will be made on or after June 21, 1943.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues, or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there by any.

For your information we wish to advise that the total contract amount is $163,498.13 of which amount $143.29 represents the amount of force account items. This contract was completed on April 6, 1943 and accepted by the Commission on May 11, 1943.

This notice is served upon you since you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary

EB

NOTED
A. L. MONSON

June 10, 1943

DA-N1 2

Parker-Schram Company
515 Couch Building
Portland, Oregon

Gentlemen:

The State Highway Commission, at its meeting on May 11, 1943, granted you the extension of time requested, from October 15, 1942, to April 4, 1943, without penalty, in connection with contract No. 2580 for construction of the North Portland Shipyard Access Road, in Multnomah County.

Very truly yours,
STATE HIGHWAY COMMISSION

By

All Secretary

cc - F. T. Young

FOR FILING

EA-NI 2

May 7, 1943

Mr. W. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland, Oregon

Dear Sir:

Herewith are enclosed two signed copies of project agreement for the North Portland Shipyard Access Road, Project No. DFo NI 2 (1).

With reference to the inquiry contained in your letter of April 28, 1943, concerning the acquirement of right of way for the portion of the project east of Station 85, please be advised that options were secured for all properties on this portion on or before June 16, 1942, except parcels owned by the county and city. For these parcels no formal option was secured, but letters permitting entry were received.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. T. Rock/ER

Encl.

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

April 28, 1943

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith two copies of proposed project agreement for signature and return to this office for Oregon Project DA-NI 2(1), Access Road to the North Portland Shipyard. Enclosed also is an approved copy of the detail estimate upon which the agreement was based, together with approved copy of specifications.

As the location of the constructed project varies considerably from that shown on the project statement sketch map, will you please send us four copies of a revised sketch map conforming with the title sheet of the plans to show the location of the project as built.

In your wire of June 9, 1942, concurrence in award of contract was requested and advising that all rights of way were acquired with the exception of a portion east of Station 85 and guaranteeing acquisition of this right of way not later than June 18, 1942. The contract as signed contained a clause providing that the contractor would postpone work on the portion east of Station 85 until June 22, 1942, if necessary to provide time for the State to acquire the right of way. We were not advised as to whether this right of way was acquired though the cost is evidently included in the agreement estimate.

Will you please advise at once as to when and how this right of way was acquired.

Very truly yours,

W. H. LYNCH
District Engineer

By L. Caufield
L. J. Caufield
Sr. Highway Engineer

Encls.

RECEIVED
APR 29 1943
OREGON
STATE HIGHWAY COMMISSION

RETURNED
APR 21
FOR FILES

DH-NI 2

April 20th, 1943

Mr. E. E. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland, Oregon

Dear Sir:

Will you kindly concur in an extension of time on the North Portland Ridgeway Avenue Road Project, Contract No. 2650, DH-NI 2, Pozzo-Gibson Company, contractors. The specified date of completion was October 15th, 1942, and the actual completion date was April 6th, 1943; however, the project was ~~fully~~ available to the public on October 30th, 1942. The remainder of the delay was caused by the necessity for sealing the project and for the painting of the overpass which was not ready until November 9th.

Because emulsified asphalt was not available locally and had to be secured by shipment in carload lots from California, it was necessary to wait until a combined tonnage of several jobs could be utilized. This, together with the danger of using asphalt products so late in the year, prevented the sealing of the job until recently.

For these reasons, it is recommended that the contract time be extended without penalty.

Very truly yours,

R. H. Baldock
State Highway Engineer

B

cc to: H. G. Smith

RECEIVED
FOR FILING

LA-N1 2

April 17, 1943

Glens Falls Indemnity Company
Rodgers Insurance Agency
Title and Trust Building
Portland, Oregon

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semifinal payment to Parker-Schram Company on contract No. 2580, covering construction of North Portland Shipyard Access Road in Portland, Multnomah County. This payment, in the amount of $9,081.15, will be made on or after April 27, 1943. The retained percentage is $4,907.72.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

Kindly acknowledge receipt of this letter.

Very truly yours,
STATE HIGHWAY COMMISSION

By

AM Secretary

NOTED
A. L. MONSON

DA-NI 2

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

April 16, 1943

POST OFFICE BUILDING
PORTLAND, OREGON

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Final inspection of Oregon DA-NI 2, North Portland Shipyard Access Road, was made by a representative of this office on April 8, 1943.

Prompt submission of the final voucher will be appreciated, although we cannot act on it pending signing of the agreement now in course of preparation at our Regional Office.

Very truly yours,

W. H. LYNCH
District Engineer

By L. Caufield
L. J. Caufield
Sr. Highway Engineer

RECEIVED
APR 17 1943
STATE HIGHWAY COMMISSION

Form E-1—536—4-43

L.A.-N1

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending April 10, 1943

Section N. Portland Shipyard Access Road

Highway Three Access Roads

Contractor Parker Schram Co.

Date of contract June 9, 1942

Date work started June 24, 1942

Amount of contract $168,746.00

Kind of work Grading & Paving

Section prefix 226-1056

Contract number 2580

Date of completion Oct. 15, 1942

Estimated date of completion April 8, 1943

Per cent of time elapsed 100 %

Estimated cost of completed project, exclusive of engineering $163,590.65

Per cent of contract completed, based on total contract price . . . . . 100 %

Engineering cost to date, $9,568.00, 9½ %

Date project was completed April 8, 1943

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

On Tuesday Contractor sealed North St. Johns Street Unit No. 3 and Burgard Street Bridge Unit No. 2 and Unit No.1 from Sta. 105 to 127 completing the seal coat and job Thursday April 8th.

Completed the final records today.

Engineer crew of 3 men worked 4 days on this section.

RECEIVED
APR 13 1943
STATE OFFICE OF ENGINEER

Signed Carl Peterson

Address 9200 S.E. McLoughlin Blvd. Portland

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	2.6	2.6			2.806
Miles partially completed	-	-			-
Miles completed	2.6	2.6			2.806
Total estimated quantities	40,409.5	28,094			10,450
Estimated quantities moved or placed to date	40,409.5	28,094			10,450
Average daily quantities					8
Average daily quantities necessary to complete project on time					-
Number shifts per day					1
Hours per shift					8
Average force on project for week					10

Percentages of men employed on contract to be secured from:

..... County, ...%; ..... County, ...%; ..... County, ...%; ..... County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men	6					1	7
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons	3						3
Men and tractors							
							10

Equipment used during week: Shovels ....., Power graders ....., Rollers ....., Mixers ....., Crushing or screening plants.....

Compressors ....., Bulldozers ....., Sheep-foot rollers ....., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday	Cloudy		
Wednesday	Cloudy		
Thursday	Cloudy		Completed April 8,1943
Friday			
Saturday			

STATE PRINTING DEPT.

RECEIVED
MAR 11 1943
FOR FILING

La-N9-x

March 10, 1943.

Mr. W. E. Lynch,
District Engineer,
Public Roads Administration,
P. O. Box 3900,
Portland, Ore.

Dear Sir:

Please find enclosed herewith four copies of Form B-1, Application No. 100, for Certificate of Necessity of use of Bituminous Road Materials required for the completion of the seal coat on the North Portland Shipyard Access Road, Project DA-NI-2.

This 8.5 tons of emulsion was covered in application No. 9, but the certificate expired Dec. 31, 1942, before the entire amount was procured or used.

Yours very truly,

R. E. BALDOCK,
CHIEF ENGINEER.

RECEIVED
MAR 11 1943
FOR FILING

Da-hd-x

March 10, 1943.

Mr. W. H. Lynch,
District Engineer,
Public Roads Administration,
P. O. Box 3900,
Portland, Ore.

Dear Sir:

Please find enclosed herewith four copies of Form B-1, Application No. 100, for Certificate of Necessity of Use of Bituminous Road Materials required for the completion of the seal coat on North Portland Shipyard Access Road, Project DA-HX-2.

This 8.5 tons of emulsion was covered in application No. 9, but the Certificate expired Dec. 31, 1942 before the entire amount was procured or used.

Yours very truly,

R. H. BALDOCK,
CHIEF ENGINEER.

RECEIVED
[redacted] WAR PRODUCTION BOARD
SEP 21 1942
FOR FILING

CLASS OF SERVICE DESIRED			
DOMESTIC		CABLE	
TELEGRAM		ORDINARY	
DAY LETTER		URGENT RATE	
SERIAL		DEFERRED	
OVERNIGHT TELEGRAM		NIGHT LETTER	X
SPECIAL SERVICE		SHIP RADIOGRAM	

Patrons should check class of service desired; otherwise the message will be transmitted as a telegram or ordinary cablegram.

COPY OF WESTERN UNION TELEGRAM

SALEM, OREGON
SEPTEMBER 19, 1942

MR. ARCHIE MACKENZIE
DEPUTY DIRECTOR GENERAL OF OPERATIONS
WAR PRODUCTION BOARD
WASHINGTON, D. C.

ONE PIECE OF 29/32 INCH BY 72 INCH BY 240 INCH OF STEEL PLATE, COST $220.00, ORDERED ON CONTRACTOR'S REQUISITION NO. 6445, IS NEEDED TO REPAIR THE FACE OF THE WHEELS ON A 10-TON ROLLER OWNED BY PARKER-SCHRAM COMPANY, PORTLAND, OREGON, CONTRACTORS ON THE NORTH PORTLAND SHIPYARD ACCESS ROAD, PROJECT NUMBER OREGON DA-HL-2. THIS STEEL WOULD BE PURCHASED UNDER AN A-1-a RATING, EXTENDED BY PREFERENCE RATING ORDER P-19-a, SERIAL NO. 19708-E, BUT THE SUPPLIER, DAMES STEEL COMPANY, PORTLAND, OREGON, REQUESTS AN AA-2 RATING BEFORE IT CAN SUPPLY DUE TO OTHER ORDERS WITH HIGHER RATINGS. THE ROLLER IS NEEDED TO ROLL ASPHALTIC CONCRETE PAVEMENT ON THIS PROJECT, AND THE FACE OF WHEELS ARE SO BADLY WORN THAT A SMOOTH SURFACE CANNOT BE OBTAINED. NO APPLICATIONS PENDING FOR LIKE MATERIAL. WILL YOU PLEASE GRANT AN AA-2 RATING SO THIS HIGH-SPEED ROLLER CAN BE REPAIRED AND KEPT IN SERVICE.

H. H. BALDOCK, CHIEF ENGINEER
OREGON STATE HIGHWAY DEPARTMENT

HHB:GE
CC CONFIRMATION
H. H. GLOMSER
ADDRESS
FILES ✓

RECEIVED
JUL 3 1942
FOR FILING

DR-NI 2

July 2, 1942

Mr. H. R. Wakeman
Superintendent of Distribution
Portland General Electric Company
621 S. W. Alder Street
Portland, Oregon

Dear Sir:

This answers your letter addressed to W. C. Williams, Division Engineer, concerning the payment for the relocation of your pole lead on North Swift Boulevard between North Oswego Street and North Burgard Street and on North Burgard Street near the Bonneville Administration substation site.

The Highway Department is merely acting as agent for the Federal Government in the construction of access roads to the Oregon Shipbuilding Corporation's shipyards, and the entire cost of the improvement is being paid by the Federal Government.

The matter was discussed with the officials of the Federal Government at the last Commission meeting, and they advised it would be impossible for them to make any payments which were not a legal obligation. Our attorney has repeatedly ruled that the pole lines placed on city streets, county roads and state highways were there by permission only through a franchise or permit as long as the right of way was not needed for public use, and when that occurred they must be adjusted to fit the new conditions without compensation.

In view of these rulings, I must advise that the movement must be made solely at your expense.

Very truly yours,

R. H. Baldock
Chief Engineer

RHB:EI
cc Mr. H. C. Smith

FORM E-30 20M 12-41

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
June 30, 1942

Subject: Portland General Electric Company

To: Mr. H. G. Smith
Construction Engineer
State Highway Department
Salem, Oregon

Dear Sir:

Herewith letter from H. R. Wakeman, Superintendent of Distribution, Portland General Electric Company, in which letter he requests authorization to bill the State or Federal Government for cost of moving power lines on the North Portland Shipyard Access Roads.

My advice, orally, to Mr. Wakeman, was that I did not consider it probable that any payment could be made for moving their lines, but that I was not in a position to state definitely that such was the case.

Will you please take such action on the letter as you deem fit.

Very truly yours,

W. C. Williams
Division Engineer

WCW:IH
2 copies
Encl.

PORTLAND GENERAL ELECTRIC COMPANY
GENERAL OFFICES
ELECTRIC BUILDING

621 S. W. ALDER STREET
PORTLAND, OREGON

June 29, 1942

Oregon State Highway Commission
9200 S. E. McLaughlin Blvd.
Portland, Oregon.

Attn. - Mr. W. C. Williams, Division Engineer

Gentlemen:

Just prior to the relocation of our pole lead on North Swift Blvd. between North Oswego Street and North Burgard Street, and pole lead on North Burgard Street near the Bonneville Administration substation site, we verbally asked you if this company might be reimbursed for the cost of moving these pole leads. At that time you were not in a position to make a definite commitment as to this matter.

We understand that the widening of North Swift and North Burgard Streets was undertaken primarily to take care of the traffic to and from the Oregon Shipbuilding Corporation's shipyard and that the entire cost of the improvement is to be paid by the U. S. Federal Bureau of roads, while normally the Bureau contributes only 50% of the cost of new roads or road improvements. Inasmuch as these two road improvements were made necessary to take care of traffic for war industry and the Federal Government is paying the entire cost, we believe that the cost of moving our pole lines referred to above should be a part of the total cost of the improvement.

We wish to advise that the cost of moving our pole lead on North Swift Blvd. totals $1,590.42, including our usual 20% for superintendence, etc.; and the cost of moving our pole lead on North Burgard amounts to $1,011.64, including 20% overhead.

In view of the above mentioned facts, may we have your authorization to bill you for these two amounts?

Yours very truly,

H. R. Wakeman

H. R. WAKEMAN
Supt. of Distribution.

HRW::*

...ELL, CHAIRMAN
...ORTLAND
...URON W. CLOUGH, MEMBER
CANYONVILLE
HERMAN OLIVER, MEMBER
JOHN DAY

OREGON
STATE HIGHWAY COMMISSION

R. H. BALDOCK, CHIEF ENGINEER
C. S. McCULLOUGH, ASST. CHIEF ENGINEER
J. M. DEVERS, CHIEF COUNSEL
H. B. GLAISYER, SECRETARY

OFFICE OF E. A. COLLIER, DIVISION ENGINEER
PORTLAND

IN REPLY PLEASE
REFER TO FILE NO.

Mr. H. E. Hakeman
Superintendent of Distribution
Portland General Electric Co.
Electric Building
Portland, Oregon

Dear Sir:

Your letter of June 29, having reference to reimbursement for moving power poles on North Swift and North Burgard Streets, is being referred to the Salem Office of the State Highway Commission.

Very truly yours,

W. C. Williams
Division Engineer

WCW:IH
cc: H. C. Smith

RECEIVED
JUL 1 - 1942

DA-NI-2

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

June 29, 1942

POST OFFICE BUILDING
PORTLAND, OREGON

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to proposed agreement estimate submitted with your letter of June 18, 1942, for Oregon Access Road Project DA-NI-2, access roads to the North Portland Shipyards.

As stated in our letter of May 21 authorizing advertising, we should have copies of a State-Railroad agreement to support recommending the inclusion of an item for reimbursement for a railroad's expenditure in connection with a Federal project. Action on the estimate must therefore be deferred.

We should also have the supporting data for the item of Lands, Right of Way and Easements.

The estimate calls for $110 more than the amount allotted in accordance with your request made at the meeting of June 4. We will expect you to absorb this small amount in the contingency allowance.

Very truly yours,

W. H. LYNCH
District Engineer

RECEIVED
JUN 30 1942
STATE HIGHWAY COMMISSION

RECEIVED
JUN 29
FOR FILING

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN
PORTLAND
HURON W. CLOUGH, MEMBER
CANYONVILLE
HERMAN OLIVER, MEMBER
JOHN DAY

OREGON
STATE HIGHWAY COMMISSION

R. H. BALDOCK, CHIEF ENGINEER
C. S. McCULLOUGH, ASS'T CHIEF ENGINEER
J. M. DEVERS, CHIEF COUNSEL
H. B. GLAISYER, SECRETARY

DA-NI 2

SALEM

June 29, 1942

IN REPLY PLEASE
REFER TO FILE NO.

Mr. W. H. Lynch
District Engineer
Public Roads Administration
Post Office Box 3900
Portland, Oregon

Attention: Mr. T. M. Davis

Dear Sir:

Herewith are maintenance agreements by both the City of Portland and the County of Multnomah for the maintenance of the North Portland Access Road Project after it is constructed, Project DA-NI (2). The resolutions relative to encroachments and traffic are also enclosed.

Very truly yours,

R. H. BALDOCK
Chief Engineer

By

Oscar Cutler
Asst. Staff Engineer

OC:ms

Encl.

Mr. Nash ✓

Jun

RECEIVED
JUN 29 1942
FOR FILING

AB-N1 2

June 27, 1942

Parker-Bohren Company
515 Couch Street
Portland, Oregon

Gentlemen:

We are sending you today by express a fully executed copy of contract No. 2580 which was awarded to you on June 9, 1942, by the State Highway Commission, covering 2.6 miles grading and paving on the North Portland Shipyard Access Road Project on three access roads in Multnomah County. This copy is for your records and files.

We are also sending an executed copy to the surety on your bond.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

RS

NOTED
D. G. DeSart

RECEIVED
JUN 26 1942
FOR FILING
LA-1N1 2

Salem, Oregon
June 24, 1942

North Portland Shipyard
Access Road

Mr. C. B. McCullough
Assistant Chief Engineer

I am handing you herewith four copies of an agreement with the City of Portland with respect to the North Portland Shipyard Access Road Project.

These were handed to me by Mr. Cutler to secure execution on the part of the State Highway Commission. They have been signed by the Commission and I am returning them to you for further handling.

I have retained one executed copy for the Commission's records and files, and have forwarded one fully executed copy to the City of Portland.

Secretary

AM:RS

June 24, 1942

The City of Portland
Mr. R. E. Riley, Mayor
Portland, Oregon

Gentlemen:

I am handing you herewith a fully executed copy of an agreement between the City of Portland and the State Highway Commission, with respect to the North Portland Shipyard Access Road Project.

This is for your records and files.

Yours very truly,

Secretary

AM:RE

RECEIVED
JUN 24 1942
FOR [illegible]

CHAS. T. PARKER
CARL A. SCHRAM

LA-N12

PARKER-SCHRAM COMPANY

GENERAL CONSTRUCTORS

COUCH BUILDING
PORTLAND, OREGON

June 22, 1942

H. B. Glaiyser, Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Sir:

In accordance with the request contained in your letter of June 10th we are returning to you by express today all four copies of Contract No. 2580 for 2.6 miles grading and paving on the North Portland Shipyard Access Road Project in Multnomah County, all properly executed on behalf of this firm, as well as the bonds required in connection therewith, which latter have likewise been completed by the Glens Falls Indemnity Company, as surety.

All our operations within the state are covered by the Workmen's Compensation Act of the State of Oregon which will automatically include any work performed under the above contract as required by Section VI, Page 13, of the General Provisions of said contract.

Kindly return one completed copy of Contract and Bond for our record and files after approval by the State Highway Commission.

Yours very truly,

PARKER-SCHRAM COMPANY

By [signature]

Received 6-24-42 H.B.G.

CAS:mw

NOTED
D. G. DeSart

RECEIVED
JUN 23 1942
STATE HIGHWAY COMMISSION

RECEIVED
JUN 23 1942
FOR FILING

DA-NI 2

June 18, 1942

Mr. W. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland, Oregon

Dear Sir:

We are enclosing herewith seven copies of estimate as basis for project agreement for the North Portland Shipyard Access Road Project, Project No. DA-NI 2.

Very truly yours,

R. H. BALDOCK
Chief Engineer

By

S. H. Probert
Office Engineer

Dictated by J. W. Nash/EH

Encl.

Oregon State Highway Department — Federal Access Road
Project No. DA-NI 2

NORTH PORTLAND CITY-OWNED ACCESS ROAD PROJECT

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, June 17, 1942

All Required		Lands, Rights of Way, Easements		$ 11,000.00
2.738	miles	Preliminary Engineering	$ 1,500.00	4,197.00

UNIT NO. 1 (OUTSIDE CITY)

24' Pavement (Sta. 22+54 to 31+56.8 - 0+18.5)
(Sta. 20+50 to 25+10) (Contract No. 2510)

All Required		Clearing and Grubbing		$ 437.00
250	lin. ft.	Removal of Curbs	$ .20	50.00
9	only	Removal of Inlets	5.00	45.00
34	cu. yds.	Structural Excavation, Unclassified	2.50	85.00
5,500	cu. yds.	General Excavation, Unclassified	.75	4,125.00
1,800	lin. ft.	Rounding Cutbanks	.18	324.00
0.45	mile	Finishing Roadbed and Slopes	600.00	270.00
140	lin. ft.	8" Sewer Pipe	.75	105.00
60	lin. ft.	12" Concrete Pipe	1.25	75.00
2	only	Adjustment of Manholes	20.00	40.00
1	only	Concrete Inlets	30.00	270.00
8	cu. yds.	Concrete Curbs	25.00	200.00
3,400	cu. yds.	3" - 0" Gravel in Base	1.45	4,930.00
460	cu. yds.	1½" - 0" Crushed Gravel in Leveling Course	2.50	1,150.00
390	cu. yds.	3/4" - 0" Crushed Gravel in Shoulders	3.00	1,040.00
70	M-gals.	Sprinkling	2.50	175.00
1,500	tons	Class "F" Asphaltic Concrete	7.10	10,650.00
6	tons	Furnishing and Placing Emulsified Asphalt in Seal Coat	35.00	210.00
26	tons	Furnishing and Placing Fine Aggregate in Seal Coat	4.00	104.00
			Subtotal	$ 24,795.00
			10% Engr. & Cont.	2,479.50
			Total	$ 26,774.50
		Length	0.447 mile	
		Cost per mile	$ 59,786.35	

44' Pavement (Sta. 31+56 - 34+18.5 to 5+73.4) (Contract No. 2580)

All Required		Clearing and Grubbing		$ 103.00
10	cu. yds.	Structural Excavation, Unclassified	$ 2.50	25.00
2,690	cu. yds.	General Excavation, Unclassified	.75	1,967.50
500	lin. ft.	Rounding Cutbanks	.10	50.00
0.11	mile	Finishing Roadbed and Slopes	600.00	66.00
60	lin. ft.	18" Concrete Pipe	2.75	165.00
700	cu. yds.	3" - 0" Gravel in Base	1.45	1,015.00
100	cu. yds.	¼" - 0" Crushed Gravel in Leveling Course	2.50	250.00
100	cu. yds.	3/4" - 0" Crushed Gravel in Shoulders	3.00	300.00
10	M-gals.	Sprinkling	2.50	25.00
400	tons	Class "B" Asphaltic Concrete	7.10	2,840.00
2	tons	Furnishing and Placing Emulsified Asphalt in Seal Coat	35.00	70.00
8	tons	Furnishing and Placing Fine Aggregate in Seal Coat	4.00	32.00
			Subtotal	$ 7,018.50
			10% Engr. & Cont.	701.85
			Total	$ 7,720.35
		Length	0.105 mile	
		Cost per mile	$ 73,527.14	

26' Pavement (Sta. 5+73.4 to 20+50) (Contract No. 2580)

All Required		Clearing and Grubbing		$ 774.00
1	only	Removal of Inlets	$ 5.00	5.00
6	cu. yds.	Structural Excavation, Unclassified	2.50	15.00
3,200	cu. yds.	General Excavation, Unclassified	.75	2,400.00
1,200	lin. ft.	Rounding Cutbanks	.18	216.00
0.28	mile	Finishing Roadbed and Slopes	600.00	168.00
40	lin. ft.	8" Sewer Pipe	.75	30.00
1	only	Concrete Inlet	30.00	30.00
2,300	cu. yds.	3" - 0" Gravel in Base	1.45	3,335.00
320	cu. yds.	¼" - 0" Crushed Gravel in Leveling Course	2.50	800.00
200	cu. yds.	3/4" - 0" Crushed Gravel in Shoulders	3.00	600.00
90	M-gals.	Sprinkling	2.50	225.00
1,000	tons	Class "B" Asphaltic Concrete	7.10	7,100.00
4	tons	Furnishing and Placing Emulsified Asphalt in Seal Coat	35.00	140.00
18	tons	Furnishing and Placing Fine Aggregate in Seal Coat	4.00	72.00
			Subtotal	$ 15,310.00
			10% Engr. & Cont.	1,531.00
			Total	$ 16,841.00
		Length	0.280 mile	
		Cost per mile	$ 60,146.42	

UNIT NO. 1 (INSIDE CITY OF PORTLAND)

24' Pavement (Sta. 75+10 to 86+00) (Contract No. 2580)

All Required		Clearing and Grubbing		$ 362.00
2	only	Removal of Inlets	$ 5.00	10.00
25	cu. yds.	Structural Excavation, Unclassified	2.50	50.00
16,700	cu. yds.	General Excavation, Unclassified	.75	12,525.00
3,900	lin. ft.	Rounding Cutbanks	.18	702.00
0.96	mile	Finishing Roadbed and Slopes	600.00	576.00
60	lin. ft.	8" Sewer Pipe	.75	45.00
120	lin. ft.	12" Concrete Pipe	1.85	222.00
50	lin. ft.	18" Concrete Pipe	2.75	137.50
6	only	Adjustment of Manholes	20.00	120.00
2	only	Adjustment of Inlets	15.00	30.00
2	only	Concrete Inlets	30.00	60.00
7,000	cu. yds.	3" - 0" Gravel in Base	1.45	10,150.00
1,000	cu. yds.	1½" - 0" Crushed Gravel in Leveling Course	2.50	2,500.00
650	cu. yds.	3/4" - 0" Crushed Gravel in Shoulders	3.00	1,950.00
130	M-gals.	Sprinkling	2.50	325.00
3,300	tons	Class "D" Asphaltic Concrete	7.10	23,430.00
12	tons	Furnishing and Placing Emulsified Asphalt in Seal Coat	35.00	420.00
96	tons	Furnishing and Placing Fine Aggregate in Seal Coat	4.00	384.00
			Subtotal	$ 54,346.50
			10% Engr. & Cont.	5,434.65
			Total	$ 59,781.15
		Length	0.964 mile	
		Cost per mile	$ 62,013.64	

44' Pavement (Sta. 86+00 to 119+50) (Contract No. 2580)

All Required		Clearing and Grubbing		$ 681.00
350	sq. yds.	Removal of Walks	$ .35	122.50
600	lin. ft.	Removal of Curbs	.20	120.00
2	only	Removal of Inlets	5.00	10.00
30	cu. yds.	Structural Excavation, Unclassified	2.50	75.00
15,800	cu. yds.	General Excavation, Unclassified	.75	11,850.00
2,600	lin. ft.	Rounding Cutbanks	.18	468.00
0.63	mile	Finishing Roadbed and Slopes	600.00	378.00
360	lin. ft.	8" Sewer Pipe	.75	270.00
1	only	Adjustment of Manholes	20.00	20.00
6	only	Concrete Inlets	30.00	180.00
15	cu. yds.	Concrete Curbs	25.00	375.00
70	sq. yds.	Concrete Walks	2.00	140.00
6,700	cu. yds.	3" - 0" Gravel in Base	1.45	9,715.00

1,230	cu. yds.	1½" - 0" Crushed Gravel in Leveling Course	$ 2.50	$ 3,075.00
500	cu. yds.	3/4" - 0" Crushed Gravel in Shoulders	3.00	1,500.00
120	M-gals.	Sprinkling	2.50	300.00
4,000	tons	Class "B" Asphaltic Concrete	7.10	28,400.00
13	tons	Furnishing and Placing Emulsified Asphalt in Seal Coat	35.00	455.00
66	tons	Furnishing and Placing Fine Aggregate in Seal Coat	4.00	264.00
			Subtotal	$ 58,538.00
			10% Engr. & Cont.	5,833.80
			Total	$64,177.55
		Length	0.635 mile	
		Cost per mile	$ 101,058.81	

36' Pavement (Sta. 122+75 to 127+00) (Contract No. 2580)

All Required		Clearing and Grubbing		$ 78.00
1,000	cu. yds.	General Excavation, Unclassified	$ .75	750.00
.08	mile	Finishing Roadbed and Slopes	600.00	48.00
750	cu. yds.	3" - 0" Gravel in Base	1.45	1,087.50
120	cu. yds.	1½" - 0" Crushed Gravel in Leveling Course	2.50	300.00
50	cu. yds.	3/4" - 0" Crushed Gravel in Shoulders	3.00	150.00
10	M-gals.	Sprinkling	2.50	25.00
400	tons	Class "B" Asphaltic Concrete	7.10	2,840.00
2	tons	Furnishing and Placing Emulsified Asphalt in Seal Coat	35.00	70.00
8	tons	Furnishing and Placing Fine Aggregate in Seal Coat	4.00	32.00
			Subtotal	$ 5,380.50
			10% Engr. & Cont.	538.05
			Total	$ 5,918.55
		Length	0.080 mile	
		Cost per mile	$ 73,981.87	

UNIT NO. 2 (OUTSIDE CITY)

24' Pavement (Sta. 2+20 to 3+33.5) (Contract No. 2580)

All Required		Clearing and Grubbing		$ 20.00
30	cu. yds.	General Excavation, Unclassified	$ .75	22.50
.02	mile	Finishing Roadbed and Slopes	600.00	12.00
4	cu. yds.	Concrete Curbs	25.00	100.00

100	cu. yds.	3" - 0" Gravel in Base	$ 1.45	$ 145.00
40	cu. yds.	1½" - 0" Crushed Gravel in Leveling Course	2.50	100.00
40	cu. yds.	3/4" - 0" Crushed Gravel in Shoulders	3.00	120.00
5	M-gals.	Sprinkling	2.50	12.50
80	tons	Close "B" Asphaltic Concrete	7.10	568.00
0.4	tons	Furnishing and Fluxing Emulsified Asphalt in Seal Coat	35.00	14.00
¼	tons	Furnishing and Placing Fine Aggregate in Seal Coat	4.00	1.00
		Subtotal		$ 2,512.00
		10% Engr. & Cont.		251.20
		Total		$ 2,763.20

Length 0.021 mile
Cost per mile $ 48,033.33

COST NO. 2 (WITHIN CITY OF PORTLAND)

24' Pavement (Sta. 5+02.2 to 6+40) (Contract No. 2580)

All Required		Clearing and Grubbing		$ 25.00
150	lin. ft.	Removal of Curbs	$ .20	30.00
120	cu. yds.	General Excavation, Unclassified	.75	90.00
.03	mile	Finishing Roadbed and Slopes	600.00	18.00
5	cu. yds.	Concrete Curbs	25.00	125.00
90	cu. yds.	3" - 0" Gravel in Base	1.45	130.50
10	cu. yds.	1½" - 0" Crushed Gravel in Leveling Course	2.50	25.00
10	cu. yds.	3/4" - 0" Crushed Gravel in Shoulders	3.00	30.00
5	M-gals.	Sprinkling	2.50	12.50
80	tons	Close "B" Asphaltic Concrete	7.10	142.00
0.3	tons	Furnishing and Fluxing Emulsified Asphalt in Seal Coat	35.00	10.50
2	tons	Furnishing and Placing Fine Aggregate in Seal Coat	4.00	8.00
		Subtotal		$ 588.50
		10% Engr. & Cont.		58.85
		Total		$ 647.35

Length 0.026 mile
Cost per mile $ 24,898.07

UNIT NO. 3 (INSIDE CITY OF PORTLAND)

30' Pavement (Sta. 9+00 to 7+80) (Contract No. 2580)

4	only	Adjustment of Manholes	$ 20.00	$ 80.00
300	tons	Class "B" Asphaltic Concrete	7.10	2,130.00
2	tons	Furnishing and Placing Emulsified Asphalt in Seal Coat	35.00	70.00
10	tons	Furnishing and Placing Fine Aggregate in Seal Coat	4.00	40.00
		Subtotal		$ 2,320.00
		10% Engr. & Cont.		232.00
		Total		$ 2,552.00

Length 0.148 mile
Cost per mile $ 17,243.24

UNIT NO. 2 (INSIDE CITY OF PORTLAND)

Burgard Overcrossing (Sta. 3+33.3 to Sta. 5+82.2)

(Contract No. 2580)

30	tons	Class "B" Asphaltic Concrete	$ 7.10	$ 213.00
0.3	ton	Furnishing and Placing Emulsified Asphalt in Seal Coat	35.00	10.50
2	tons	Furnishing and Placing Fine Aggregate in Seal Coat	4.00	8.00
				$ 231.50

(Contract No. 2579)

All Required		Preparation of Existing Bridge and Maint. of Traffic		$ 4,080.00
1,500	lin. ft.	Furnish Untreated Piles	$ .32	480.00
40	only	Drive Untreated Piles	20.00	840.00
70	M-FBM	Untreated Lumber in Place	80.00	5,600.00
				$ 10,890.00

Work To Be Performed by Union Pacific Company

All Required	Move and Reestablish Telegraph Lines		$ 100.00
		Subtotal	$ 11,221.50
		10% Engr. & Cont.	1,122.15
		Total	$ 12,343.65

Length 0.032 mile

Federal Access Road Funds:

Lands, Rights of way, Easements	$ 11,000.00
Preliminary Engineering	4,107.00
Unit No. 1 (Outside City)	
24' Pavement	26,774.30
44' Pavement	7,728.35
26' Pavement	16,841.00
Unit No. 1 (Inside City of Portland)	
24' Pavement	29,781.15
44' Pavement	4,172.35
36' Pavement	5,918.55
Unit No. 2 (Outside City)	
24' Pavement	1,008.70
Unit No. 2 (Inside City of Portland)	
24' Pavement	647.35
Unit No. 3 (Inside City of Portland)	
30' Pavement	2,552.00
Unit No. 2 (Inside City of Portland)	
Burgard Overcrossing	12,343.65
	$212,816.60

Funds for Maintenance: Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. 529, laws 1939

RECEIVED
JUN 16 1942
FOR FILING

DH-NV 2

Salem, Oregon
June 15, 1942

Mr. W. C. Williams
Highway Division Engineer
Box 4644, Sellwood Station
Portland, Oregon

Dear Sir:

The contract for the North Portland Shipyard Access Road Project includes the following supplemental provision:

"As a condition to the award of this contract, the contractor agrees that he will postpone work on the portion of the project which is east of Station 85 until June 22, 1942, or until such earlier time as the State may have completed the acquisition of required rights of way for that portion of the project."

Mr. Devers informs us that we now have right of access to all rights of way, but that one house remains to be removed. Mr. McCallister is making arrangements with a house moving contractor to remove the house and the removal should be accomplished before the end of the present week.

Very truly yours,

R. H. BALDOCK
Chief Engineer

By

S. H. Probert
Office Engineer

SHP:ER

cc to Mr. H. G. Smith

RECEIVED
JUN 11 1942
FOR FILING

LA-NI 2

June 10, 1942

Parker-Schram Company
515 Couch Building
Portland, Oregon

Gentlemen:

We are sending you today by express four copies of contract No. 2580, which was awarded to you by the State Highway Commission on June 9, 1942, covering 2.6 miles grading and paving on the North Portland Shipyard Access Road Project, in Multnomah County.

Kindly execute all four copies of this contract as to agreement and bond, and return them to this office for approval by the State Highway Commission. When this has been done a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the paragraph under Section 6, page 13, of the printed general provisions, relating to the Workmen's Compensation Act. You are expected to accept the terms of this act and to carry on your work under this contract in strict conformance thereto.

Your attention is also called to the paragraph on the same page, relating to payment by the contractor of amounts due hospital associations, et cetera.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

RS

NOTED
D G. DeSart

RECEIVED
JUN 11 1942
FOR FILING

CHAS. T. PARKER
CARL A. SCHRAM

DA-NI 2

PARKER-SCHRAM COMPANY

GENERAL CONSTRUCTORS

COUCH BUILDING
PORTLAND, OREGON

June 10, 1942

H. B. Glaisyer, Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Sir:

Accept our thanks for your wire of June 9th and letter of same date both received this morning advising that the State Highway Commission has awarded us the Contract for 2.6 miles grading and paving on the North Portland Shipyard Access Road Project on three access roads, in Multnomah County, on the basis of our low bid of $168,746.00 submitted June 4th.

Contract documents will be executed on behalf of this firm and returned to you promptly upon receipt.

Yours very truly,

PARKER-SCHRAM COMPANY

By C. A. Schram

CAS:mw

RECEIVED
JUN 12 1942

RECEIVED
SEP 23 1942
FOR FILING

Acc-49-2
#2580

June 9, 1942

Parker-Schram Company
515 Couch Building
Portland, Oregon

Gentlemen:

Confirming my telegram to you of this date, the State Highway Commission has today awarded to you the contract for 2.6 miles grading and paving, on the North Portland Shipyard Access Road Project on three access roads, in Multnomah County. This award was based on your low bid of $168,746.00, submitted on June 4, 1942.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

MB

cc - S. M. Probert
C. S. Pennoyer

CLASS OF SERVICE DESIRED			
DOMESTIC		CABLE	
TELEGRAM	X	ORDINARY	
DAY LETTER		URGENT RATE	
SERIAL		DEFERRED	
OVERNIGHT TELEGRAM		NIGHT LETTER	
SPECIAL SERVICE		SHIP RADIOGRAM	

Patrons should check class of service desired; otherwise the message will be transmitted as a telegram or ordinary cablegram.

COPY OF WESTERN UNION TELEGRAM

SALEM OREGON JUNE 9 1942

PARKER-SCHRAM COMPANY
515 COUCH BUILDING
PORTLAND OREGON

STATE HIGHWAY COMMISSION AWARDED YOU TODAY CONTRACT FOR GRADING AND PAVING NORTH PORTLAND SHIPYARD ACCESS ROAD PROJECT ON THREE ACCESS ROADS, MULTNOMAH COUNTY, BASED ON YOUR LOW BID SUBMITTED JUNE 4 1942. CONTRACT FORMS FOLLOW SHORTLY

H B GLAISYER, SECRETARY
STATE HIGHWAY COMMISSION

File

DA-NI 2

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STANDARD TIME INDICATED
RECEIVED AT
573 STATE STREET
PHONE 6060
TELEGRAPH YOUR ORDERS TO POSTAL TELEGRAPH

Postal Telegraph

TELEGRAMS CABLEGRAMS RADIOGRAMS

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Form

R26 27/24 GOVT DL=NX PORTLAND ORE 9 359P 1942 JUN 9 PM 4 18

R H BALDOCK=

:STATE HIGHWAY ENGINEER SALEM ORE=

:REURTEL TODAY WE CONCUR AS OF TODAY IN AWARD OF CONTRACT TO LOW BIDDER PARKER SCHRAM CO. FOR NORTH PORTLAND SHIPYARD ACCESS ROAD DA-NI-2=

:CAUFIELD.

RECEIVED
JUN 11 1942
FOR FILING

CONCURRENCE IS REQUESTED IN AWARD TODAY OF CONTRACT FOR NORTH PORTLAND SHIPYARD ACCESS ROAD PROJECT TO PARKER SCHRAM CO. RIGHTS OF WAY ARE ACQUIRED EXCEPT FOR PORTION EAST OF STATION 85. GUARANTEE ACQUISITION PORTION EAST OF STATION 85 BY NOT LATER THAN JUNE 18 RESORTING TO CONDEMNATION IF NECESSARY

R. H. BALDOCK

:LYNCH.

Confirmation handed to Mr Crozier

RECEIVED
JUN 11 1942

DA-NI-2.

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RECEIVED AT STATE STREET
PHONE 6060
SALEM - OREGON

TELEPHONE YOUR TELEGRAMS TO POSTAL TELEGRAPH

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(15)

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Form 16

R45 22/20 GOVT DL=NX PORTLAND ORE 458P 1942 JUN 5 PM 5 18

R H BALDOCK=

:STATE HIGHWAY ENGINEER SALEM ORE=

North Portland

ACCESS FUNDS NOW AVAILABLE FOR OREGON DA-NI-2. WE WILL CONCUR IN AWARD OF CONTRACT TO LOW BIDDER ON ROAD WORK=

:LYNCH.

RECEIVED

DA-NI-2.

RECEIVED
MAY 28 1942
FOR FILING

DA-NI-2

May 27, 1942

Mr. W. H. Lynch
District Engineer
Public Roads Administration
Post Office Box 3900
Portland, Oregon

Dear Sir:

We refer to the inquiry made in the fourth paragraph of your letter of May 21, concerning the North Portland Shipyard Access Road Project (Project DA-NI 2).

The portion of North St. Johns Street to which you refer is already under a "no parking" restriction and this restriction is to be continued in effect.

Very truly yours,

R. H. BALDOCK
Chief Engineer

By

S. H. Probert
Office Engineer

SHP:GS

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

May 21, 1942

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

P.S.& E. submitted for Oregon Access Road Project DA-NI-2, access roads to the North Portland Shipyard, are generally satisfactory and are recommended for approval, subject to final review and approval by the Commissioner of Public Roads. This letter is your authorization to advertise for bids.

Concurrence in award will be subject to procurement of all right of way or right of entry and to issuance of a preference rating.

The question of financing which you raised in your letter of April 29, 1942, must also be cleared up.

North St. Johns Street is only 30 ft. wide between curbs. Please inform us at once what traffic regulations are proposed in order to prevent parking interfering with orderly traffic.

Please secure the usual encroachment resolution from the City Council and forward us copies with the agreement estimate.

Patron will take care of this.

It is noted that there is a hundred dollar force account item in connection with the Burgard Overcrossing for work by the Union Pacific Railway in connection with its wires. We should have some written evidence of an agreement, however informal, before we may recommend such an item in the agreement estimate.

Very truly yours,

Copy sent to Lanier May 25

W. H. LYNCH
District Engineer

RECEIVED
JUN 23 1942
FOR FILING

DA-NI 2

May 23, 1942

Mr. W. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland, Oregon

Dear Sir:

We are enclosing herewith five copies each of special provision pages numbers 2, 22 and 27 for the North Portland Shipyard Access Roads, Project No. DistII 2.

These pages have been revised by changes in the dates of completion for the roadwork and structure, and one additional specification has been added on page 27 under the subhead, "Expeditious Performance Required."

Very truly yours,

S. H. BALDOCK
Chief Engineer

By

S. H. Probert
Office Engineer

Dictated by J. W. Hank/ER

Encls.

Oregon State Highway Department — Federal Access Road Project No. DA-[illegible] B

NORTH PORTLAND SHIPYARD ACCESS ROAD PROJECT

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, May 21, 1942

All Required		Lands, Rights of Way, Easements		$ 30,000.00
2.73	miles	Preliminary Engineering	$ 1,500.00	4,107.00

UNIT NO. 1 (OUTSIDE CITY)

24' Pavement (Sta. 77+34 to 91+26.6 = 9+18.5)
(Sta. 20+50 to 35+18)

All Required		Clearing and Grubbing		$ 350.00
250	lin. ft.	Removal of Curbs	$ .25	62.50
9	only	Removal of Inlets	10.00	90.00
34	cu. yds.	Structural Excavation, Unclassified	2.00	68.00
5,300	cu. yds.	General Excavation, Unclassified	.50	2,750.00
1,800	lin. ft.	Forming Subbanks	.10	180.00
0.45	mile	Finishing Roadbed and Slopes	300.00	135.00
140	lin. ft.	8" Sewer Pipe	1.00	140.00
60	lin. ft.	12" Concrete Pipe	1.50	90.00
2	only	Adjustment of Manholes	30.00	60.00
1	only	Concrete Inlets	35.00	35.00
8	cu. yds.	Concrete Curbs	30.00	240.00
3,400	cu. yds.	3" - 0" Gravel in Base	1.50	5,100.00
460	cu. yds.	1½" - 0" Crushed Gravel in Leveling Course	2.50	1,150.00
350	cu. yds.	3/4" - 0" Crushed Gravel in Shoulders	2.50	875.00
70	M-gals.	Sprinkling	2.00	140.00
1,500	tons	Class "D" Asphaltic Concrete	7.00	10,500.00
6	tons	Furnishing and Placing Emulsified Asphalt in Seal Coat	35.00	210.00
26	tons	Furnishing and Placing Fine Aggregate in Seal Coat	3.50	91.00
		Subtotal		$ 22,546.50
		10% Engr. & Cont.		2,254.65
		Total		$ 24,801.15
		Length	0.447 mile	
		Cost per mile	$ 55,483.55	

44' Pavement (Sta. [illegible] = Ord. 5 to 5+73.4)

All Required		Clearing and Grubbing		$ 90.00
10	cu. yds.	Structural Excavation, Unclassified	$ 2.00	20.00
2,650	cu. yds.	General Excavation, Unclassified	.50	1,325.00
300	lin. ft.	Rounding Gutterbks	.10	30.00
0.11	mile	Finishing Roadbed and Slopes	300.00	33.00
60	lin. ft.	18" Concrete Pipe	2.50	150.00
700	cu. yds.	3" - 0" Gravel in Base	1.50	1,050.00
100	cu. yds.	½" - 0" Crushed Gravel in Leveling Course	2.50	300.00
100	cu. yds.	3/4" - 0" Crushed Gravel in Shoulders	2.50	250.00
10	M-gals.	Sprinkling	2.00	20.00
400	tons	Class "B" Asphaltic Concrete	7.00	2,800.00
2	tons	Furnishing and Placing Emulsified Asphalt in Seal Coat	35.00	70.00
8	tons	Furnishing and Placing Fine Aggregate in Seal Coat	3.50	28.00
		Subtotal		$ 6,186.00
		10% Engr. & Cont.		618.60
		Total		$ 6,804.60
		Length	0.105 mile	
		Cost per mile	$ 64,805.71	

26' Pavement (Sta. 5+73.4 to 70+50)

All Required		Clearing and Grubbing		$ 220.00
1	only	Removal of Inlets	$ 10.00	10.00
6	cu. yds.	Structural Excavation, Unclassified	2.00	12.00
3,200	cu. yds.	General Excavation, Unclassified	.50	1,600.00
1,200	lin. ft.	Rounding Gutterbks	.10	120.00
0.28	mile	Finishing Roadbed and Slopes	300.00	84.00
40	lin. ft.	8" Sewer Pipe	1.00	40.00
1	only	Concrete Inlets	35.00	35.00
2,300	cu. yds.	3" - 0" Gravel in Base	1.50	3,450.00
320	cu. yds.	½" - 0" Crushed Gravel in Leveling Course	2.50	800.00
200	cu. yds.	3/4" - 0" Crushed Gravel in Shoulders	2.50	500.00
50	M-gals.	Sprinkling	2.00	100.00
1,000	tons	Class "B" Asphaltic Concrete	7.00	7,000.00
4	tons	Furnishing and Placing Emulsified Asphalt in Seal Coat	35.00	140.00
18	tons	Furnishing and Placing Fine Aggregate in Seal Coat	3.50	63.00
		Subtotal		$ 14,174.00
		10% Engr. & Cont.		1,417.40
		Total		$ 15,591.40
		Length	0.980 mile	
		Cost per mile	$ 58,683.57	

UNIT NO. 2 (NEAR SIDE OF PORTLAND)

24' Pavement (Sta. 33+10 to 86+00)

All Required		Clearing and Grubbing		$ 750.00
2	only	Removal of Inlets	$ 10.00	20.00
80	cu. yds.	Structural Excavation, Unclassified	2.00	40.00
16,700	cu. yds.	General Excavation, Unclassified	.50	8,350.00
3,900	lin. ft.	Rounding Gutbanks	.10	390.00
0.96	mile	Finishing Roadbed and Slopes	300.00	288.00
60	lin. ft.	8" Sewer Pipe	1.00	60.00
120	lin. ft.	12" Concrete Pipe	1.50	180.00
50	lin. ft.	18" Concrete Pipe	2.50	125.00
6	only	Adjustment of Manholes	30.00	180.00
2	only	Adjustment of Inlets	15.00	30.00
2	only	Concrete Inlets	35.00	70.00
7,000	cu. yds.	3" - 0" Gravel in Base	1.50	10,500.00
1,000	cu. yds.	1½" - 0" Crushed Gravel in Leveling Course	2.50	2,500.00
650	cu. yds.	3/4" - 0" Crushed Gravel in Shoulders	2.50	1,625.00
130	M-gals.	Sprinkling	2.00	260.00
3,300	tons	Class "B" Asphaltic Concrete	7.00	23,100.00
12	tons	Furnishing and Placing Emulsified Asphalt in Seal Coat	35.00	420.00
56	tons	Furnishing and Placing Fine Aggregate in Seal Coat	3.50	196.00
		Subtotal		$ 49,084.00
		10% Engr. & Cont.		4,908.40
		Total		$ 53,992.40
		Length	0.764 mile	
		Cost per mile	$ 56,008.71	

44' Pavement (Sta. 86+00 to 119+50)

All Required		Clearing and Grubbing		$ 490.00
350	sq. yds.	Removal of Walks	$ .40	140.00
600	lin. ft.	Removal of Curbs	.25	150.00
2	only	Removal of Inlets	10.00	20.00
30	cu. yds.	Structural Excavation, Unclassified	2.00	60.00
15,800	cu. yds.	General Excavation, Unclassified	.50	7,900.00
2,600	lin. ft.	Rounding Gutbanks	.10	260.00
0.63	mile	Finishing Roadbed and Slopes	300.00	189.00
360	lin. ft.	8" Sewer Pipe	1.00	360.00
1	only	Adjustment of Manholes	30.00	30.00
6	only	Concrete Inlets	35.00	210.00
15	cu. yds.	Concrete Curbs	30.00	450.00
70	sq. yds.	Concrete Walks	2.00	140.00
6,700	cu. yds.	3" - 0" Gravel in Base	1.50	10,050.00

1,830	cu. yds.	1½" – 0" Crushed Gravel in Leveling Course	$ 2.50	$ 3,075.00
500	cu. yds.	3/4" – 0" Crushed Gravel in Cushion Course	2.50	1,250.00
120	M-gals.	Sprinkling	2.00	240.00
4,000	tons	Class "B" Asphaltic Concrete	7.00	28,000.00
43	tons	Furnishing and Placing Emulsified Asphalt in Seal Coat	35.00	435.00
66	tons	Furnishing and Placing Fine Aggregate in Seal Coat	3.50	231.00
			Subtotal	$ 33,700.00
			10% Engr. & Cont.	3,370.00
			Total	$ 37,070.00
		Length	0.635 mile	
		Cost per mile	$ 58,383.62	

36' Pavement (Sta. 122+73 to 127+00)

All Required		Clearing and Grubbing		$ 70.00
1,000	cu. yds.	General Excavation, Unclassified	$ .50	500.00
.08	mile	Finishing Roadbed and Slopes	300.00	24.00
750	cu. yds.	3" – 0" Gravel in Base	1.50	1,125.00
120	cu. yds.	1½" – 0" Crushed Gravel in Leveling Course	2.50	300.00
50	cu. yds.	3/4" – 0" Crushed Gravel in Shoulders	2.50	125.00
10	M-gals.	Sprinkling	2.00	20.00
400	tons	Class "B" Asphaltic Concrete	7.00	2,800.00
2	tons	Furnishing and Placing Emulsified Asphalt in Seal Coat	35.00	70.00
8	tons	Furnishing and Placing Fine Aggregate in Seal Coat	3.50	28.00
			Subtotal	$ 5,062.00
			10% Engr. & Cont.	506.00
			Total	$ 5,568.00
		Length	0.080 mile	
		Cost per mile	$ 69,602.50	

UNIT NO. 2 (OUTSIDE CITY)

24' Pavement (Sta. 2+20 to 3+33.5)

All Required		Clearing and Grubbing		$ 10.00
30	cu. yds.	General Excavation, Unclassified	$ .50	15.00
.02	mile	Finishing Roadbed and Slopes	300.00	6.00
4	cu. yds.	Concrete Curbs	30.00	120.00

100	cu. yds.	3" - 0" Gravel in Base	$ 1.50	$ 150.00
40	cu. yds.	1½" - 0" Crushed Gravel in Leveling Course	2.50	100.00
40	cu. yds.	3/4" - 0" Crushed Gravel in Cushion Course	2.50	100.00
5	M-gals.	Sprinkling	2.00	10.00
50	tons	Class "B" Asphaltic Concrete	7.00	350.00
0.4	tons	Furnishing and Placing Emulsified Asphalt in Seal Coat	35.00	14.00
4	tons	Furnishing and Placing Fine Aggregate in Seal Coat	3.50	14.00
			Subtotal	$ 888.00
			10% Engr. & Cont.	88.80
			Total	$ 977.80

Length 0.071 mile
Cost per mile $ 46,366.66

UNIT NO. 2 (INSIDE CITY OF PORTLAND)

24' Pavement (Sta. 5+02.2 to 6+40)

All Required		Clearing and Grubbing		$ 20.00
150	lin. ft.	Removal of Curbs	$ .25	37.50
120	cu. yds.	General Excavation, Unclassified	.50	60.00
.03	mile	Finishing Roadbed and Slopes	300.00	9.00
5	cu. yds.	Concrete Curbs	30.00	150.00
50	cu. yds.	3" - 0" Gravel in Base	1.50	75.00
10	cu. yds.	1½" - 0" Crushed Gravel in Leveling Course	2.50	25.00
10	cu. yds.	3/4" - 0" Crushed Gravel in Shoulders	2.50	25.00
5	M-gals.	Sprinkling	2.00	10.00
20	tons	Class "B" Asphaltic Concrete	7.00	140.00
0.3	ton	Furnishing and Placing Emulsified Asphalt in Seal Coat	35.00	10.50
2	tons	Furnishing and Placing Fine Aggregate in Seal Cert	3.50	7.00
			Subtotal	$ 869.00
			10% Engr. & Cont.	86.90
			Total	$ 955.90

Length 0.026 mile
Cost per mile $ 24,073.07

UNIT NO. 3 (INSIDE CITY OF PORTLAND)

30' Pavement (Sta. 0+00 to 7+80)

4	only	Adjustment of Manholes	$ 30.00	$ 120.00
300	tons	Class "B" Asphaltic Concrete	7.00	2,100.00
2	tons	Furnishing and Placing Emulsified Asphalt in Seal Coat	35.00	70.00
10	tons	Furnishing and Placing Fine Aggregate in Seal Coat	3.50	35.00
			Subtotal	$ 2,325.00
			10% Engr. & Cont.	232.50
			Total	$ 2,557.50
		Length	0.148 mile	
		Cost per mile	$ 17,280.40	

UNIT NO. 2 (INSIDE CITY OF PORTLAND)

Burnard Overcrossing (Sta. 3+33.5 to Sta. 5+82.2)

30	tons	Class "B" Asphaltic Concrete	$ 7.00	$ 210.00
0.3	ton	Furnishing and Placing Emulsified Asphalt in Seal Coat	35.00	10.50
2	tons	Furnishing and Placing Fine Aggregate in Seal Coat	3.50	7.00
				$ 227.50

All Required		Preparation of Existing Bridge and Maint. of Traffic		$ 2,000.00
1,500	lin. ft.	Furnish Untreated Piles	$ .25	375.00
40	only	Drive Untreated Piles	40.00	1,600.00
70	M-FBM	Untreated Lumber in Place	90.00	6,300.00
				$ 10,275.00

Work To Be Performed by Union Pacific Company

All Required		Move and Reestablish Telegraph Lines	$ 100.00
		Subtotal	$ 10,602.50
		10% Engr. & Cont.	1,060.25
		Total	$ 11,662.75
		Length	0.039 mile

Federal Access Road Funds:

Lands, Rights of Way, Easements	$ 30,000.00
Preliminary Engineering	4,107.00
Unit No. 1 (Outside City)	
24' Pavement	24,801.15
44' "	6,804.60
26' "	15,391.40
Unit No. 1 (Inside City of Portland)	
24' Pavement	53,992.40
44' "	99,070.00
36' "	5,568.20
Unit No. 2 (Outside City)	
24' Pavement	977.90
Unit No. 2 (Inside City of Portland)	
24' Pavement	625.90
Unit No. 3 (Inside City of Portland)	
30' Pavement	2,557.90
Unit No. 2 (Inside City of Portland)	
Burgard Overcrossing	13,662.75
	$ 215,758.80

NORTH PORTLAND SHIPYARD ACCESS ROADS

PROJECT NO. DA-NI 2

While negotiations for rights of way are underway forty parcels have not been acquired, nor has the right to occupy and use these parcels been secured, but it is now believed that all necessary right of way can be made fully available within fourteen days.

R. H. BALDOCK
Chief Engineer

By

S. H. Probert
Office Engineer

April 21, 1942

PR 46

[redacted] (North Portland Shipyard Access Roads)

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

Sheet 1 of 2 Sheets

Estimate of Materials Required for Roadway
(To Accompany P.S. & E.)

Starting Date (Est.) June 15, 1942 State [redacted]

Completion Date (Est.) Sept. 30, 1942 Project No. [redacted]

Estimated Total Cost [redacted] $ [redacted] Length: Miles 2.706

Code	Material Item	Unit	Quantity	Code	Material Item	Unit	Quantity
1	Cement	Bbl.	100	6	Metal culvert pipe	Lb.	
2	Aggregates	Cy.	13,970	7	Reinforcing steel	Lb.	1,900
3	Bituminous mat.	Gal.	154,300	8	Structural steel	Lb.	
4	Lumber	M.	4	10	Explosives	Lb.	
5	Timber piling	Lft.					

PR 46

Bridge (Burgard Overcrossing)

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

Sheet 2 of 2 Sheets

Estimate of Materials Required for Roadway
(To Accompany P.S. & E.)

Starting Date (Est.) June 10, 1942 State Oregon

Completion Date (Est.) Sept. 15, 1942 Project No. BA-NI 2

Estimated Total Cost Bridge $ 11,662.75 Length: Miles .032

Code	Material Item	Unit	Quantity	Code	Material Item	Unit	Quantity
1	Cement	Bbl.	70	6	Metal culvert pipe	Lb.	
2	Aggregates	Cy.	500	7	Reinforcing steel	Lb.	
3	Bituminous mat.	Gal.	70	8	Structural steel	Lb.	
4	Lumber	M.		10	Explosives	Lb.	
5	Timber piling	Lft.	1,500				

RECEIVED
APR 30 1942
FOR FILING
DA-N1-2

April 29th, 1942

Mr. H. E. Lynch
District Engineer
Public Roads Administration
P. O. Box 7508
Portland, Oregon

Dear Sir:

This is to advise that the Oregon Shipbuilding Corporation is in the process of enlarging their yards, which enlargement requires a material change in their parking plazas and consequent invalidates the program for access roads which we had submitted.

In order to fit in with the new parking plazas, it will be necessary to eliminate the viaduct under Burgard Street which we had planned for the Terminal Road, and to continue the driveway skirting around the Shipyard Yard from the end of Swift Boulevard to near Burgard Street where the ramp turns off to the new parking plazas.

We have not finished our survey, and it may be that some saving can be effected in our original estimate, but I believe to be safe we should request an additional $23,000.

Very truly yours,

H. H. BALDOCK
[illegible]

RECEIVED
APR 10 1942
FOR FILING
Forest
Project
Access Roads

April 8, 1942

Access roads to shipyards

Mr. H. G. Smith

Please start the survey for the access road to the Oregon Shipbuilding Corporation. Lynch is sending down some additional data with reference to the routes which we must have before the survey is started. It will be necessary to submit a project statement for this survey. Please handle this through Probert.

Also see me about a survey on the access road leading to the proposed Swan Island shipyard.

R. H. Baldock

RHB:HI

(Letter from W. H. Lynch 4/7/42 re project statement for Oregon DA-NI-2, access roads to Oregon Shipbuilding Corporation Shipyard attached to letter to Mr. Smith)

April 7, 1942

OR-NI-2

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are today in receipt of wire advice that the project statement for Oregon DA-NI-2, the access roads to the Oregon Shipbuilding Corporation Shipyard, Portland, was certified by the Navy Department and approved by the Commissioner on March 20, 1942. The project statement authorized the expenditure of $137,200 for construction, $30,000 for right of way and $16,800 for engineering and contingencies. Total amount - $184,000.

This office is prepared to authorize advertisement on receipt of satisfactory P.S. & E. and right of entry with respect to right of way not acquired.

Very truly yours,

W. H. LYNCH
District Engineer

RECEIVED
MAR 1 1942
FOR FILING

Const
Projects
Access Roads

File

CLASS OF SERVICE DESIRED			
DOMESTIC		CABLE	
TELEGRAM		ORDINARY	
DAY LETTER		URGENT RATE	
SERIAL		DEFERRED	
OVERNIGHT TELEGRAM		NIGHT LETTER	
SPECIAL SERVICE		SHIP RADIOGRAM	

Persons should check class of service desired; otherwise the message will be transmitted as a telegram or ordinary cablegram.

COPY OF WESTERN UNION TELEGRAM

RECEIVED
MAR 9 1942
FOR FILING

SALEM ORE MAR 6 1942

W H LITTLE
PUBLIC ROADS ADMINISTRATION PORTLAND ORE

CITY OFFICIALS PORTLAND ADVISE THEY HAVE NO MONEY WITCH THEY CAN APPLY ON NORTH PORTLAND SWIFTLAND ACCESS ROAD

R H BALDOCK

RECEIVED
MAR 3 1942
FOR FILING

Const
Project
Access Roads

March 2, 1942

Mr. W. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland, Oregon

Dear Sir:

I was very much disappointed to learn from your letter of February 24 that you had forwarded to Admiral Freeman the project statement for Access Roads to the Oregon Shipbuilding Corporation in Portland, in the amount of only $134,000.

In a previous letter I had requested that another conference be held before a final decision was reached on this project, and I think this was particularly essential in view of the death of Mr. Bloodsworth, who could not have had time to make a complete report or give proper consideration to our request.

I believe it is particularly important that Unit #6, North Central Street from North Ida Avenue to North St. Johns Avenue, be included, since this street is a proposed one-way by-pass for northbound traffic around the St. Johns business district. Likewise, we believe that all of Unit #1 must be included in order to complete the by-pass. The proposed work covers surfacing from North Oswego to St. Johns and is a nominal sum of approximately $20,000. The total increase is approximately $25,000. Lombard and Jersey Streets are too congested for use.

It is my request that this be given further consideration and sent in as a separate project.

I have contacted the city authorities of Portland with reference to cooperation on the project and will advise you as soon as I hear from them.

Very truly yours,

R. H. Baldock
Chief Engineer

RHB:hi

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

RECEIVED
FEB 28 1942
STATE HIGHWAY COMMISSION

POST OFFICE BUILDING
PORTLAND, OREGON

February 24, 1942

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Project statement for Oregon DA-NI-2, Access Roads to the Oregon Shipbuilding Corporation in Portland, has been sent to Admiral Freeman for signature. Upon receipt of signed copies from him, a copy will be sent to you for your files.

The project statement shows a total estimated cost of $184,000, including right of way and engineering. Right of way is estimated to cost $30,000. The total estimated cost of $184,000 is to cover Items 2, 3, 4 and 5 and a portion of Item 1 as these items are listed in previous correspondence from you.

In order that the information may be available when the signed project statements are returned by Admiral Freeman, will you kindly advise as to who will provide the right of way which is necessary for Item 3 and the other required local cooperation. It is our understanding that none of the other items which we are recommending will require additional right of way as they are on platted streets.

Very truly yours,

W. H. LYNCH
District Engineer

RECEIVED
FEB 24 1942
FOR FILING
Const
Projects
Access Roads

February 20, 1942

Mr. W. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland, Oregon

Dear Sir:

Please refer to my letter to you of February 10, concerning the need for improvement of streets leading to the Oregon Shipbuilding Company's plant in North Portland, and to my letter of January 27 to Admiral Freeman (copy of which you received) in this regard.

The attached maps and estimates indicate a further study of this plan which reduces the estimated cost to about $327,000. While this reduced plan will not give the same service as the half-million-dollar project previously submitted, it is believed that it will suffice under present conditions. I do not believe it is possible, however, to make any further material reduction and at the same time get any material benefit.

I would appreciate your securing the certification of Admiral Freeman to this plan to the end that access road funds may be provided and that the job be contracted for early completion. Your early and favorable action is requested to the end that we may start the surveys.

Very truly yours,

R. H. Baldock
Chief Engineer

RHB:hi

RECEIVED
MAR 3 1942
FOR FILING

Revised

Oregon Shipbuilding Co. Access Roads
2-13-42

NOTED
State Highway Engineer

Const
Projects
Access Roads

1. N. St. Johns St. from N. Smith St. to N. Willamette Blvd. Including N. Ivanhoe St. and N. Smith St. Connections.

Length - 3,100 feet
Present width - 36 feet

Estimate to improve with 2" black resurfacing:
1200 Tons Asphaltic Concrete at $6.00 $7,200
Preparation of Base 6,000

$13,200

2. N. Swift Blvd. from N. Buchanan to Simmons Road.

Length - 6,000 feet
Present pavement - 20-foot improvement

Estimate to improve to 44-foot pavement with 8-foot shoulders:

16,000 sq. yds. Asphaltic Concrete with Sub-base at $2.25 $36,000
Grading and Shoulders 15,000

$51,000

3. N. Swift Blvd. from N. Buchanan Ave. to N. Oregonian Ave.

Length - 2,000 feet

Estimate to extend and widen to 80-foot:
Improve with 44-foot concrete pavement:

12,500 sq. yds. Concrete Pavement at $2.25 $28,200
Right of Way 30,000
Grading & Shoulders 15,000
Curbs 2,000

$75,200

4. N. Swift Blvd. Extension from N. Oregonian Ave. to N. Columbia Blvd.

Length - 1,500 feet
Present right of way - 60 feet for 1,100 feet.

Widen and extend to 80-foot width
No present improvement.

4. (Continued).

Estimate to improve with Asphaltic Concrete pavement 20-foot width, 8-foot shoulders and curbs:

1500 Tons Black Top at $6.00	$9,000
Grading & Shoulders	5,000
Curbs	1,500
	$15,500

5. N. Burgard St. & Simmons Road Undercrossing.

Burgard St. Overcrossing	$16,000
	6,000
	$22,000

6. N. Central St. from N. Ida Ave. to N. St. Johns Ave.

Length - 6,600 feet
Present pavement - No improvement needed from N. Ida Ave. to N. Oswego St. - 3,000 ft.; N. Oswego St. to N. St. Johns St. now improved intermittently with some curbs and gravel - 3,600 feet.

Estimate to improve 30-foot width with 5-inch asphaltic concrete:

2,800 Tons Asphaltic Concrete at $6.00	$ 16,800
Curbs	3,200
	$20,000

7. N. Fessenden St. from N. Wall Ave. to N. Central St.

Length - 7,800 feet
Present width - 52 feet between curbs
Right of way width - 70 feet between property lines
Present pavement - two 16-foot strips concrete, remainder gravel.

Estimate to improve between present curbs:

18,000 sq. yds. Concrete Base at $1.75	$31,500
5,200 tons Asphaltic Concrete (2") at $6.00	31,200
Grading & Drainage	5,000
	$67,700

Oregon Shipbuilding Co. Access Roads
2-13-42

8. N. Fessenden St. from N. Adriatic to N. Wall St.

Length - 2,600 feet
Present width - 36 feet between intermittent curbs
Right of way width - 60 feet between property lines

Estimate to improve with asphaltic concrete pavement 6" thick 42 feet between curbs to give outlet to shipyards from housing project:

5,130 Tons Black Top at $6.00	$30,780
Grading	1,000
Curbs	1,500
	$33,280

SUMMARY

1.	N. St. Johns St. from N. Smith St. to N. Willamette Blvd. Including N. Ivanhoe St. and No. Smith St. Connections	$13,200
2.	N. Swift Blvd. from N. Buchanan to Simmons Road	51,000
3.	N. Swift Blvd. from N. Buchanan Ave. to N. Oregonian Ave.	75,200
4.	N. Swift Blvd. Extension from N. Oregonian Ave. to N. Columbia Blvd.	15,500
5.	N. Burgard St. & Simmons Road Undercrossing	22,000
6.	N. Central St. from N. Ida Ave. to N. St. Johns Ave.	20,000
7.	N. Fessenden St. from N. Wall Ave. to N. Central St.	67,700
8.	N. Fessenden St. from N. Adriatic to N. Wall St.	33,280
		$297,880
	Plus 10% Engineering & Contingencies	29,788
	Total Cost	$327,668

RECEIVED
FEB 13 1942
FOR FILING
Conat
Projects
Acca Roads

February 10, 1942

Mr. W. H. Lynch
Public Roads Administration
Post Office Box 3900
Portland, Oregon

Dear Sir:

Herewith copy of a letter received from Guy Davis, Captain, U.S.N., Chief of Staff, Thirteenth Naval District, Seattle, Washington, relative to my letter to him of January 27, copy of which you have. This letter requested certification for an access road to the Oregon Shipbuilding Company of Portland. I understand that this information is now in your hands and that you are making an investigation of the situation. I am further advised that you question the amount of the total expenditure.

I understand that this plant is to be expanded to accommodate about 25,000 men; $900,000 for access roads would represent about $20.00 per man. The elimination of the present confusion and delay would seem to be well worth that expenditure. While I believe that the plan, as outlined, represents the minimum expenditure to accomplish the maximum objective, some portions of the proposed improvement could be deferred for the time being. I have studied the situation again and have made a couple of trips to further observe the traffic situation on the ground, and believe that the $900,000 expenditure can be reduced to $760,000 by some modification of the plan, deferring certain improvements until a later period, if necessary.

We have spent a great deal of time on engineering studies and would appreciate a conference with you before you consider sending any recommendation for modification of the plan, if you have that in mind.

Very truly yours,

R. H. Baldock
Chief Engineer

RHBcm

cc - H. G. Smith
John Bosley
E. G. Williams
Ben Morrow

STAFF HEADQUARTERS
THIRTEENTH NAVAL DISTRICT
SEATTLE, WASHINGTON

N2
(Y-Li)

3 February 1942

Mr. R. H. Baldock
Chief Engineer
State Highway Commission
Salem, Oregon

My dear Mr. Baldock:

I wish to acknowledge receipt of your letter of January 27th, relative to access roads to the Oregon Shipbuilding Company of Portland.

In October, at the request of Portland Officials, this project was certified as a defense project to W.P.A., so that financial assistance could be granted for access roads in order to relieve the traffic situation. The passage of the Defense Highway Act of 1941, in November, apparently changed the procedure.

A copy of your letter is being forwarded this day to Mr. W. H. Lynch, District Engineer, Public Roads Administration in Portland, with a request that action be instigated to obtain Federal aid for this project. While the Commandant is personally anxious to render all assistance possible on such projects, the Navy has no funds for direct aid. Federal funds for defense access roads are all administered by the Public Roads Administration. The District will be glad to cooperate in every way possible to provide the necessary relief.

REFERRED TO
[illegible]
By [illegible]
[illegible]

Sincerely yours,

GUY DAVIS
Captain, U.S.N.
Chief of Staff

cc:
Mr. Al Bauer,
Oregon Shipbuilding Co.,
Portland, Oregon.

Hon. Earl Riley, Mayor
City Hall, Portland, Ore.

FEB 5 - 1942

RECEIVED
JAN 28 1942
FOR FILING

Dbm
U S Dept.
Navy Dept.

January 27th, 1942

Admiral C. S. Freeman
13th Naval District
Seattle, Washington

Dear Sir:

We join the city officials of Portland in asking your consideration for the improvement of certain streets in Portland as connecting roads to the Oregon Shipbuilding Company. This company has about 10,000 men at work and is anticipating an increase to 25,000 in the immediate future. The State Highway Department and the City of Portland have expended about $30,000 in the widening and improvement of Burgard Street, and the County has probably spent considerably more in the improvement of Swift Boulevard and connecting roads, but still traffic conditions approaching the plant are in such a state that the proper functioning of the plant is greatly handicapped.

Enclosed is a traffic report made from actual origin and destination counts in the field, which shows that the traffic on Lombard Street and other streets leading to the business part of St. Johns must be dispersed on side streets to form a free flow of traffic and prevent the incoming and outgoing traffic competing the approaches to the plants. This report was made in September when only 5,000 men were employed at the plant and the ratio of men per vehicle was 1.6, but there is every reason to suppose that the distribution of traffic will remain practically the same.

The City has endeavored during the summer to secure funds from every available source without success, and it would seem, therefore, that excess funds must be employed to relieve the situation.

Surveys have not been made, but the situation has been studied carefully in the field by the State Highway and City engineers, and estimates have been prepared from that data. It is requested that the sum of $250,000 be allocated to this project to be expended in the improvement of the following projects, a detail analysis of which is presented:

Oregon Shipbuilding Co. Access Roads
3/27/42

This estimate revised

1. Hill Street from Lombard to Interstate

Length - 2,600 feet
Present Width - 46 feet between curbs
Right of Way Width - 70 feet
Present Pavement - two strips concrete 9 feet wide, remainder gravel 6" thickness
Condition - poor

Estimate to improve to 60 feet between curbs with 5-foot sidewalks

12,200	Sq. Yds. Concrete Base at $1.50	$18,450
2,600	" " Sidewalk at $2.00	5,200
2,600	Tons Black Top at $4.00	8,400
	Grading	3,000
	Curbs	2,600
	Right of Way	2,000
		$40,650

2. Interstate Street from Hill to North Plaz Park Plaza

Length - 1 mile
Present Width - 32 feet between curbs
Right of Way Width - 70 feet between property lines
Present Pavement - two 16-foot strips concrete, remainder gravel

Estimate to widen to 60 feets

16,000	Sq. Yds. Concrete Base at $1.50	$24,000
3,400	Tons Asphaltic Concrete (2") at $4.00	11,400
2	Miles Curbs	5,000
5,280	Sq. Yds. Sidewalk	10,500
	Grading & Drainage	5,000
		$55,900

3. North Plaz Park Plaza and Extension to Hill's Blvd.

Length - 4,000 feet
Present Width - short distance of 60-foot street

Estimate to extend and widen to 80-feets

27,000	Sq. Yds. Concrete Pavement at $1.00	$34,000
	Right of Way	30,000
	Grading	30,000
	Curbs	4,000
	Sidewalks	1,000
		$119,000

Oregon Shipbuilding Co. Access Roads
2/27/42

5. [illegible]

Length - 2,500 feet
Present Pavement - 20-foot improvement

Estimate to improve to 44-foot pavement with 8-foot shoulders

8,000 Sq. Yds. Asph. Conc. with Subbase at $3.50	$28,000
Grading & Shoulders	10,000
Intersecting at Seagert Street	16,000
	$46,000

6. Simmons Road

Length - 6,600 feet
Present Pavement - 18-foot in place

Estimate to widen to 44 feets

30,000 Sq. Yds. Asph. Conc. with Subbase at $3.50	$70,000
Grading & Shoulders	20,000
Right of Way	5,000
	$75,000

8. North Central Street from 5th Avenue to North Oswego Street

Length - 6,600 feet
Present Pavement - no improvement needed from 5th Avenue to North Oswego Street - 3,000 feet; North Oswego Street to St. Johns Street now improved intermittently with some curbs and gravel - 3,600 feet

Estimate to improve to 30-foot width of 5" asphaltic concrete:

2,800 Tons Asphaltic Concrete at $6.00	$16,800
Curbs	3,200
	$20,000

7. St. Johns Street from North Central Street to Willamette Blvd.:

Length - 1,500 feet
Present Width - 36 feet

Estimate to improve with 2" block resurfacing:

600 Tons Asphaltic Concrete at $6.00	$3,600
Preparation of Base	2,400
	$6,000

Oregon Shipbuilding Co. Access Roads
1/21/42

8. North 14th Avenue from Willamette Blvd. to North Central Street

Length - 2,600 feet
Present - No improvement

Estimate to improve to 36-foot width

10,000 Sq. Yds. Concrete at $2.00	$20,000
Grading	5,000
	$25,000

9. North Willamette Blvd. from St. Johns St. to 14th Avenue

Length - 7,500 feet

Estimate for Overcrossing at Philadelphia Ave.	$25,000

10. Rosemont Street from Adriatic to Hill

Length - 2,600 feet
Present Width - 36 feet between intermittent curbs
Right of Way Width - 60 feet between property lines

Estimate to improve with asphaltic concrete pavement 4" thick to 42 feet between curbs to give outlet to shipyards from housing projects

5,130 Tons Black Top at $6.00	$30,780
Grading	1,000
Curbs	1,520
	$33,300

11. Lombard Street from 7th Avenue to North Portsmouth Avenue

Length - 1,500 feet

Estimate to widen from 46 feet to 60 feets

730 Tons Asphaltic Concrete at $6.00	$4,380
3,000 Feet Curbs	1,620
	$6,000

Oregon Shipbuilding Co. Access Roads
3/27/42

SUMMARY

1.	Hall Street from Lombard to Pecunsim	$40,650
2.	Pecunsim Street from Hall to North Pier Port Place	65,900
3.	North Pier Port Place and Extension to Swift Blvd.	119,800
4.	Swift Blvd. to Bungard Street	46,000
5.	Simmons Road	75,000
6.	North Central Street from Ida Avenue to North Gunnge St.	30,000
7.	St. Johns Street from North Central St. to Willamette Blvd.	6,600
8.	North Ida Avenue from Willamette Blvd. to North Central St.	23,000
9.	North Willamette Blvd. from St. Johns St. to Ida Avenue	35,000
10.	Pecunsim Street from Adriatic to Hall	33,200
11.	Lombard Street from Ida Avenue to North Portsmun Avenue	4,800
		$468,450
	Plus 10% Engineering & Contingencies	46,845
	Total	$506,295

Map is attached showing by numbers and color symbols the various projects.

Very truly yours,

H. H. MILDOCK
CHIEF ENGINEER

A

DA-NI 3 Swan Island Shipyard Access Road Proj. on 4 access Roads 1942
#2581

RECEIVED
MAR 20 1952
FOR FILING

Relative Indexed
Under
Swan Island Access Rd.

86-hI-3
581

TBL

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 19, 1952

SUBJECT: Assignment No. 836

To: Mr. W. W. Stiffler
OFFICE

L

I have been advised by Mr. Apperson, City Engineer of Portland, that the city has scheduled the repaving of the Swan Island Access Road during the coming construction season.

Attached for your signature is a reply to the Bureau of Public Roads.

This completes Assignment No. 836.

John W. Cattrall
John W. Cattrall
Engineer, County and City Relations

JWC:MM
Att.

NOTED
W. W. STIFFLER

L

March 19, 1952

Mr. C. O. Polk, District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

I am replying to your inquiry of December 5, 1951, concerning Oregon F.A. Project DA-XI-3, Interstate Avenue to Swan Island in Portland.

This matter has been taken up with the City of Portland and we have been informed that the City has scheduled the repaving of this road during the coming construction season.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. V. Stiffler
Assistant State Highway Engineer

JWC:MM
cc: John W. Cattrall

ASSIGNMENT No. ~~236~~
By

Description: Letter from C. G. Polk, dated December 5, 1951 reques[illegible] investigation of settlement of bituminous surface on Oregon F.A. project DA-NI 3, Interstate Ave. to Swan Island, which is maintained by the City of Portland.
Acknowledged by _____ Referred to John Cottrell _____

Investigate and report with recommendation
Investigation, such action as necessary and report
Comment or recommendation
XXXReturn with rough draft of reply
Please prepare for _____ signature

Assignment executed 3-19-52 Report received _____

Remarks:

PLEASE RETURN TO
W. W. STIFFLER
FOR FILING

P. O. BOX 3900
PORTLAND 8, OREGON

Maintenance inspection of Oregon F. A. Project DA-NI 3, Interstate Avenue to Swan Island in Portland, was made on November 16, 1951.

The report of inspection states that settlement of the bituminous surface is of such extent that it creates a traffic hazard.

The project is maintained by the City of Portland. Will you investigate this matter and advise what may be done to restore the bituminous surface to the condition as constructed.

Very truly yours,

C. G. Polk

C. G. POLK
District Engineer

RECEIVED
DEC 6 1951
ENGINEER
COUNTY & CITY RELATIONS

RECEIVED
DEC 5 1951
OREGON
STATE HIGHWAY COMMISSION

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

MONTANA
OREGON
IDAHO
WASHINGTON

P. O. BOX 3900
PORTLAND 8, OREGON

December 5, 1951

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Maintenance inspection of Oregon F. A. Project DA-NI 3, Interstate Avenue to Swan Island in Portland, was made on November 16, 1951.

The report of inspection states that settlement of the bituminous surface is of such extent that it creates a traffic hazard.

The project is maintained by the City of Portland. Will you investigate this matter and advise what may be done to restore the bituminous surface to the condition as constructed.

Very truly yours,

C. G. Polk

C. G. POLK
District Engineer

RECEIVED
DEC 6 1951
ENGINEER
COUNTY & CITY RELATIONS

RECEIVED
DEC 5 1951
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
1945
FOR FILING

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
Division 8

MONTANA
OREGON
WASHINGTON

DA-NI 3 (1)

POST OFFICE BUILDING
PORTLAND, OREGON

August 24, 1945

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

The final voucher assembly received for Oregon DA-NI 3(1), Access Road to the Swan Island Shipyard, does not include the customary copies of the excerpt from the minutes of the State Highway Commission regarding the extension of time to the Tower Sales & Erecting Co. for Contract 2584. Will you please send us copies for insertion. Copies of similar excerpt in connection with roadway contract 2581 were received.

In auditing the Western Union Telegraph Company bill against the underlying records of the company, the auditor made the following citation:

"Judging from daily work reports it appears that no additional pole was required. A 30' pole was removed during progress of the temporary work and work reports show only one replaced at the time installation was made permanent. This may readily be checked on the ground and if the assumption is correct deduction should be made as follows:

1 - pole RWC Class 5-30' as billed	$6.86
* 3 - cross-arms, std. wood pin at .878	2.63
Total cited -	$9.49

* If necessary to double arm, deduction should not be made for 3 cross-arms as salvage credit has been allowed for 3 cross-arms coming out."

Can you secure for us information as to whether there was an actual increase in the number of poles and whether the increase in cross-arms was three or six, so we can make proper recommendation on this point.

The auditor in Omaha raised several questions in connection with the Union Pacific bill for the timber crib which he asked the railroad company to write direct to us to clarify. So far this has not been received.

Ans. by
Dept
2

Mr. Paxson's letter of October 18, 1943, speaks of entering into an agreement with the railroad for this crib. To complete the submission we believe we should have copies of your letter to the railroad authorizing construction or of your State Force Account Order.

Very truly yours,

T. M. DAVIS
District Engineer

RECEIVED
AUG 25 1945
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
AUG 7 - 1945
FOR FILING

DA-NI 3 (1)

August 6, 1945

Mr. W. H. Lynch
Division Engineer
Public Roads Administration
P. O. Box 3900
Portland 8, Oregon

Dear Sir:

In accord with the request contained in your letter of July 30, 1945, we are sending, under separate cover, two prints each of the two right of way maps for the Swan Island Access Road Project No. DA-NI 3 (1).

Very truly yours,

R. H. Baldock
State Highway Engineer

Dictated by J. W. Nash/ER

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
[redacted]

MONTANA
OREGON
WASHINGTON

Division Eight

POST OFFICE BUILDING
PORTLAND 8, OREG.

July 30, 1945

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to the right-of-way maps for Oregon DA-NI 3(1), the access roads to the Swan Island Plant of the Kaiser Shipbuilding Company, submitted with your letter of June 6, 1945.

These maps were mailed to our Western Headquarters Office at San Francisco, but we are advised they have not been received and were probably lost in the mails.

It is requested that two prints each of the two right-of-way maps be sent us for forwarding in order to avoid further delay in processing the papers for this project. We regret that it is necessary to request additional copies, but would appreciate receipt of the maps at your early convenience.

Very truly yours,

T. M. DAVIS
District Engineer

RECEIVED
JUL 31 1945
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JUN 28 1945
FOR FILING

DA-NI-3 (1)

June 28, 1945

Mr. E. E. Lynch
Division Engineer
Public Roads Administration
P. O. Box 3900
Portland 8, Oregon

Dear Sir:

Reference is made to the inquiry contained in your letter of June 20, 1945, requesting additional information concerning right of way parcel, file number 10421, for the Swan Island Access Road Project No. DA-NI 3 (1).

In establishing the value of this property the following conditions were necessarily taken into consideration:

The former owner was planning to construct an apartment building on the property at an estimated cost of $40,000.00. The plans for the building had been prepared and approved by the Federal Housing Authority and priority rating for materials secured.

The taking of a portion of the property for right of way purposes resulted in the property being reduced in size to the extent that the approved plans could not be used. Accordingly, it was estimated the preparation of new plans, and approval of these by the Federal Housing Authority, would delay construction of the building by at least two months.

Determination of the value of the property was, accordingly, based on (1) the value of the land; (2) reimbursement for the cost of completed plans no longer useable, and (3) reduction in area of remaining land which necessitated a smaller building with a lesser number of apartments.

Inquiry was made in your letter regarding items (2) and (3). The cost of the abandoned plans was based on 02% of the cost of the building ($40,000.00) or $800.00. Damage to the remaining

property, due to delay in construction of building and reduction in number of apartments, was valued at $263.00. It is our opinion the payments for these items are reasonable and just.

Very truly yours,

S. H. Baldock
State Highway Engineer

Dictated by J. W. Nash/ER

RECEIVED
JUL 1 - 1945
FOR FILING

DA-NI 3 (1)

June 28, 1945

Mr. E. E. Lynch
Division Engineer
Public Roads Administration
P. O. Box 3900
Portland 8, Oregon

Dear Sir:

Reference is made to the inquiry contained in your letter of June 20, 1945, requesting additional information concerning right of way parcel, file number 10423, for the Swan Island Access Road Project No. DA-NI 3 (1).

In establishing the value of this property the following conditions were necessarily taken into consideration.

The former owner was planning to construct an apartment building on the property at an estimated cost of $40,000.00. The plans for the building had been prepared and approved by the Federal Housing Authority and priority rating for materials secured.

The taking of a portion of the property for right of way purposes resulted in the property being reduced in size to the extent that the approved plans could not be used. Accordingly, it was estimated the preparation of new plans, and approval of them by the Federal Housing Authority, would delay construction of the building by at least two months.

Determination of the value of the property was, accordingly, based on (1) the value of the land; (2) reimbursement for the cost of completed plans no longer useable, and (3) reduction in area of remaining land which necessitated a smaller building with a lesser number of apartments.

Inquiry was made in your letter regarding items (2) and (3). The cost of the abandoned plans was based on 02% of the cost of the building ($40,000.00) or $800.00. Damage to the remaining

property, due to delay in construction of building and reduction in number of apartments, was valued at $283.00. It is our opinion the payments for these items are reasonable and just.

Very truly yours,

S. H. Baldock
State Highway Engineer

Dictated by J. E. Nash/ER

RECEIVED
JUN 19 1945
FOR FILING

DA-NI 3-1

June 15, 1945

Mr. E. H. Lynch
Division Engineer
Public Roads Administration
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

Reference is made to your letter of June 8, 1945, concerning discrepancies in the right of way papers listed by file numbers 10420, 10421 and 10420-A, for parcels acquired on the Swan Island Access Road, Project No. DA-NI 3 (1).

It is requested that the papers be changed to conform with the corrections indicated in your letter.

Very truly yours,

C. B. McCullough
Assistant State Highway Engineer

JWM:GS

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND 8, OREG.

June 8, 1945

RECEIVED
JUN 11 1945
LEGAL DEPT.

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: Mr. J. M. Devers

Dear Sir:

Reference is made to your letter of June 6, 1945, transmitting documents in connection with right of way acquisition on Oregon Project DA-NI 3(1), Swan Island Access Road, and our letter of June 7, 1945, requesting submission of maps to complete the data.

The data have been reviewed and the following comments are made, listed by your file numbers.

#10420:
The map should be corrected to show the depth of the lot to be 120' instead of 100'.

#10421:
The final report is in error in stating that the property is taken from the north end of the lots. It should be from the west end.

#10420A:
The certificate should show correct Deed Number 7295, instead of 7209.

Parcels #2 and #3 are in the west side of Greeley Street instead of the east side, as shown on the final report.

Action on these documents will be withheld pending receipt of the corrected papers, or authority to make the corrections here.

REFERRED
TO [illegible]
FOR
J.M.D.

RECEIVED
JUN 11 1945
OREGON
STATE HIGHWAY COMMISSION

Very truly yours,

W. H. LYNCH
Division Engineer

By: T. M. Davis

T. M. Davis
Senior Highway Engineer

RECEIVED
JUN 8 - 1945
FOR FILING

DA-NI 3

June 6, 1945

Mr. W. H. Lynch
Division Engineer
Public Roads Administration
P. O. Box 3900
Portland 8, Oregon

Dear Sir:

We are sending, under separate cover, four copies each of option, final report and certificate, for the following listed parcels of right of way acquired on the Swan Island Access Road Project No. DA-NI 3 (1).

File No.	Parcel Owner
10428	Louis G. and Christina Petersen
10421	Chas. T. and Grace E. Green
10420-A	Multnomah County
11031	City of Portland
11033	City of Portland

Four copies of maps showing location of the above parcels are likewise being submitted.

Very truly yours,

R. H. Baldock
State Highway Engineer

Dictated by J. W. Nash/ER

RECEIVED
JUN 8 - 1945
FOR FILING

DA-MI 3 (1)

June 6, 1945

Mr. W. E. Lynch
Division Engineer
Public Roads Administration
P. O. Box 3900
Portland 8, Oregon

Dear Sir:

We are sending, under separate cover, four copies each of option, final report and certificate, for the following listed parcels of right of way acquired on the Swan Island Access Road Project No. DA-MI 3 (1):

File No.	Former Owner
10420	Louis G. and Christina Peterson
10421	Chas. T. and Grace E. Grace
10420-A	Multnomah County
11031	City of Portland
11035	City of Portland

Four copies of maps showing location of the above parcels are likewise being submitted.

Very truly yours,

R. H. Baldock
State Highway Engineer

Dictated by J. W. Nash/ER

RECEIVED
DEC 13 1944
FOR FILING

Stencil No. 124

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

POST OFFICE BUILDING
PORTLAND, OREGON

MONTANA
OREGON
WASHINGTON

LA-NI 3(1)

December 9, 1944

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Oregon DA-WI 3(1)
Access Road to Kaiser Swan Island Shipyards.

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the _____ project agreement and certificate for the above-numbered project.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
L. J. Caufield
Sr. Highway Engineer

Encl.

RECEIVED
DEC 11 1944
OREGON
STATE HIGHWAY COMMISSION

Ha4pr-20025

Form P. R. 2

State Oregon

Project No. M-H 3(1)

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 11th day of September, 19XX

by and between The Oregon State Highway Commission, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Federal Works Administrator, hereinafter called the Administrator, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto, and the Defense Highway Act of 1941:

Whereas the Highway Department of said State submitted on the _____ day of _____, 19____, a project statement, which was approved on the _____ day of _____, 19____, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated for the administration of the Federal Highway Act, has furnished surveys, plans, specifications, and estimates for [illegible] of said project which were recommended for approval by the District Engineer of the Public Roads Administration on the 1st day of June, 19 40; and

Whereas the Administrator has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of two hundred seventeen thousand, three hundred sixteen and 75/100 dollars ($ 217,316.75) as the share of the United States payable under said act on account of [illegible] of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Administrator do hereby mutually agree as follows:

16—11879

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(a) By the State from funds made available for construction of access roads (Include date and citation of act of legislature by which authorized) under the provisions of the Defense Highway Act of 1941 approved November 19, 1941 (Public Law 295 - 77th Congress). Any part of the cost of the project not so financed shall be made available in the following manner: Chap. 175. [redacted] Laws 1917; Chap. 51, Laws 1920; Chap. 589, Laws 1939.

(State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:
Access roads to the Swan Island Plant of the Kaiser Shipbuilding Co., in Portland: [redacted] Unit 1; Greeley Avenue, between survey station 10+65 about 3-1/2 stations north of Going St. and survey station 83+95 at N. Interstate Avenue; Unit 2; Greeley Avenue connection on west, between survey station 8+30 on N. Going St. and survey station 26+53; Unit 3; Greeley Avenue connection on east, between survey station 2+66 on N. Going St. and survey station 10+62; Unit 4; N. Going St. and N. Maryland Ave., between survey station 0+00 on N. Going St. and survey station 5+36 (excepting therefrom that portion between survey station 10+60.5 and survey station 9+25.0)

, length 2.963 miles, in Multnomah County, being [redacted] on Oregon Defense Access project No. [redacted] 3(1) consisting of 2.918 miles of roadway and [redacted] bridges, [redacted] of more than 20 feet clear span, 0.053 of a mile in length.

16—11379 GPO

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Administrator or his agents, and in accordance with the laws of said State, the rules and regulations of the Administrator, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Administrator or his authorized representatives. [redacted]

The project covered by this agreement provides for an access road certified as important to the national defense as required by the provisions of Section 6 of the Defense Highway Act of 1941 (Public Law 295 - 77th Congress).

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Sections of said project shall not in any event exceed the sum of two hundred seventeen thousand, three hundred sixteen and 75/100 dollars ($ 217,316.75), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of two hundred eighteen thousand, nine hundred seventy-four and 75/100 dollars ($ 218,974.75), the approved total estimated cost of Sections of said project.

PAYMENTS

ARTICLE V. As the construction of said project progresses, the Administrator shall from time to time draw warrants on the Secretary of the Treasury for the payment to

The State Treasurer
(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon (Name) of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Administrator after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

The Administrator reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chap. 529, Laws 1939. (Include reference to statute authorizing funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

GPO 16—11370

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 118.

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Administrator on the _____ day of

OCT 31 1934, 19__

ILLINOIS STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By T H Banfield
Chairman, State Highway Commission
(Title of officer)

By A W Peterson
Member, State Highway Commission
(Title of officer)

By W S Thornton
Member, State Highway Commission
(Title of officer)

By _____
(Title of officer)

By _____
(Title of officer)

FEDERAL WORKS ADMINISTRATOR,

By W J D'Eary
Acting Commissioner of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE 16—11870

Form No. 6—Revised

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

THE SECRETARY OF THE TREASURY, AND

THE STATE HIGHWAY DEPARTMENT OF THE STATE OF Oregon

Pursuant to the acts above cited, I hereby certify—

FIRST. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Agency as Project No. Defense Access DA-XI 3(1), State of Oregon.

SECOND. That in accordance with said provisions I have approved the sum of $ 218,974.75 as the total estimated cost of said project, and the sum of $ 217,316.75 as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this ..... day of .....

one thousand nine hundred and .....

FEDERAL WORKS ADMINISTRATOR,

By ..... Commissioner of Public Roads.

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND 5, OREGON

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY
DISTRICT ONE

DA-NI 3 (1)

October 19, 1944

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

NOTED
Asst. State Highway Engineer

Dear Sir:

Reference is made to your letter of August 5, 1944, transmitting three copies of agreement between the Union Pacific Railroad Company, the City of Portland, and the Oregon State Highway Commission, concerning construction of Oregon DA-NI 3(1), the Swan Island Access Road.

We are advised that "In regard to section 6 of this agreement concerning future work to be done by the City in case of the construction of additional tracks or other facilities by the Railroad, it should be understood that the Federal Government assumes no obligation for future participation in the cost of changes to the highway, slopes, or appurtenances that may be required by the Railroad under the terms of this agreement. The copy of the agreement is approved subject to the above conditions."

Very truly yours,

W. H. LYNCH
District Engineer

By: L. J. Caufield
L. J. Caufield
Senior Highway Engineer

McCullough

RECEIVED
OCT 20 1944
OREGON
STATE HIGHWAY COMMISSION

October 19, 1944

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to your letter of August 5, 1944, transmitting three copies of agreement between the Union Pacific Railroad Company, the City of Portland, and the Oregon State Highway Commission, concerning construction of Oregon DA-NI 3(1), the Swan Island Access Road.

We are advised that "In regard to section 6 of this agreement concerning future work to be done by the City in case of the construction of additional tracks or other facilities by the Railroad, it should be understood that the Federal Government assumes no obligation for future participation in the cost of changes to the highway, slopes, or appurtenances that may be required by the Railroad under the terms of this agreement. The copy of the agreement is approved subject to the above conditions."

Very truly yours,

W. H. LYNCH
District Engineer

By:

L. J. Caufield
Senior Highway Engineer

RECEIVED
OCT 20 1944
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
FOR

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

LA-NI 3

August 26, 1944

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith two copies of proposed project agreement for signature and return to this office for Oregon DA-NI 3(1), Swan Island Access Roads (Portland) to Kaiser Shipbuilding Company.

Enclosed also is an approved copy of the detail estimate upon which the agreement was based, together with approved copy of specifications.

Very truly yours,

W. H. LYNCH
District Engineer

By L. Caufield

L. J. Caufield
Sr. Highway Engineer

Encls.

RECEIVED
AUG 28 1944
OREGON
STATE HIGHWAY COMMISSION

Jon

DA-OR 3(1)

August 5, 1944

Mr. R. H. Lynch
District Engineer
Public Roads Administration
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

We are sending, under separate cover, three copies of agreement between the Union Pacific Railroad Company, the City of Portland and the State Highway Commission, concerning construction of the Swan Island Access Road Project, DA-OR 3(1).

Very truly yours,

R. H. Baldock
State Highway Engineer

Dict. by J. W. Nash/GS

COMMISSIONERS

T. H. BANFIELD, CHAIRMAN
PORTLAND

ARTHUR W. SCHAUPP, MEMBER
KLAMATH FALLS

MERLE R. CHESSMAN, MEMBER
ASTORIA

OREGON
STATE HIGHWAY COMMISSION
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER

C. B. McCULLOUGH
ASSISTANT STATE HIGHWAY ENGINEER

J. M. DEVERS
CHIEF COUNSEL

H. B. GLAISYER
SECRETARY

June 12, 1944

R 10422

Mr. Roy F. Shields,
General Solicitor,
Union Pacific Railroad,
727 Pittock Block,
Portland 5, Oregon.

Dear Mr. Shields:

The Highway Commission is being urged by the Public Roads Administration to hasten the complete execution of the agreement between the railroad company and the State involving the access road to the Swan Island Shipyard. I have been called upon by both the Highway Commission and the Public Roads Administration to report the status with respect to this subject.

You will recall that the agreement was executed by the City and by the State quite some time ago, but the company then required an amendment with respect to the effective date of the agreement, and to meet the company's demands a supplemental agreement was prepared and executed by the Commission and executed by the City. Both the original and the supplement have been in the custody of the company now for quite some time.

I understood that the original agreement would not be held up by the company pending the execution of the supplement, provided the company was given assurance that the supplement would be executed. I believe the record shows that by letter that assurance was given.

May I have a report with respect to the status of this matter, for if the subject is delayed much longer the delay may result in embarrassment or inconvenience in accomplishing reimbursement from the Government?

Yours very truly,

J. M. DEVERS

JMD:PW

cc W. H. Lynch
R. H. Baldock

FILED
FOR FILE
DA-NI 3

June 10, 1944

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to our letters of April 12, 1943, November 4, 1943, and February 17, 1944, together with Mr. Probert's reply of February 24, 1944, relative to the agreement with the Union Pacific Railroad Company on Oregon DA-NI 3, the Access Road to the Swan Island Shipyard.

It would be appreciated if you would expedite the signing and submission of this agreement in order that the project agreement may be prepared.

Very truly yours,

W. H. LYNCH
District Engineer

RECEIVED
JUN 12 1944
STATE HIGHWAY COMMISSION

Original sent to C.B. & I. Co.

February 24, 1944

Mr. W. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland (8), Oregon

Dear Sir:

This is to inform you that the agreement with the Union Pacific Railroad Company, to which you refer in your letter of February 7, relating to the Swan Island Shipyard Project (Project DA-WI 3), has at last been gotten into form acceptable to all interested parties, and is now being sent around for signing by those parties.

We hope to be able to provide copies of the signed agreement within the next 6 or 8 weeks.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:KR

...SHINGTON

POST OFFICE BUILDING
PORTLAND 8, OREGON

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY
DISTRICT ONE

February 17, 1944

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Final inspection of Oregon DA-NI 3, Access Road to Swan Island Shipyard, was made by a representative of this office on February 4, 1944. Prompt submission of the final voucher will be appreciated.

We are still holding the proposed agreement estimate dated March 17, 1943, without action, as we wrote you April 12, 1943, and November 4, 1943. Since this estimate contains an item of $700 for work to be performed by the Union Pacific Railroad Company in moving and re-establishing signal lines, we must include some written evidence of agreement with the railroad to support it.

Very truly yours,

W. H. LYNCH
District Engineer

By: L. J. Caufield

L. J. Caufield
Senior Highway Engineer

RECEIVED
FEB 18 1944
OREGON
STATE HIGHWAY COMMISSION

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

POST OFFICE BUILDING
PORTLAND, OREGON

MONTANA
OREGON
WASHINGTON

November 4, 1943

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to our letter of April 12, 1943, requesting copies of the agreement with the railroad covering the construction of the overcrossing on Oregon DA-NI 3(1), Swan Island Access Road.

We are still holding the estimate here and would appreciate prompt submission of this agreement, one of which should be certified.

Very truly yours,

W. H. LYNCH
District Engineer

RECEIVED
NOV - 6 1943
OREGON
STATE HIGHWAY COMMISSION

COMMISSIONERS

T. H. BANFIELD, CHAIRMAN
PORTLAND

ARTHUR W. SCHAUPP, MEMBER
KLAMATH FALLS

MERLE R. CHESSMAN, MEMBER
ASTORIA

OREGON
STATE HIGHWAY COMMISSION
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER

C. B. McCULLOUGH
ASSISTANT STATE HIGHWAY ENGINEER

J. M. DEVERS
CHIEF COUNSEL

H. B. GLAISYER
SECRETARY

RECEIVED
MAY 2 6 1944
FOR FILING

May 25, 1944

R 10422

DA-NI-3

Mr. Roy F. Shields,
General Solicitor,
Union Pacific Railroad Company,
727 Pittock Block,
Portland 5, Oregon.

Dear Sir:

We have succeeded in getting the supplement to the Swan Island Access Road agreement executed by the City and the State and I now enclose the original and four executed copies so that one may be attached to each copy of the original agreement.

As soon as the Company is ready to release this agreement I will appreciate having four copies so that I may deliver one to the City, one to the Public Roads Administration and two to the Secretary of the Highway Commission, one of which two copies I understand he will have to file with the Secretary of State.

As soon as the matter has progressed to that point the Highway Commission will then be in a position to ask the Government for reimbursement, and when reimbursement is made the company's claim can then be paid.

Yours very truly,

J. M. DEVERS

JMD:FW

cc C. B. McCullough

Fila

RECEIVED
MAY 2 1944
FOR

DA-NI 3

Salem, Oregon
May 24, 1944.

MEMORANDUM

Mr. J. M. Devers
Office

Dear Mr. Devers:

I am returning to you, herewith, original and four copies of the agreement with the City of Portland pertaining to the Swan Island Access Road Project.

You will note that all copies are fully executed. I presume you will furnish me with one for the Commission's files.

Yours very truly,

OREGON STATE HIGHWAY COMMISSION

H. B. Claiayer
Secretary

HBC:lk

COMMISSIONERS

T. H. BANFIELD, CHAIRMAN
PORTLAND

ARTHUR W. SCHAUPP, MEMBER
KLAMATH FALLS

MERLE R. CHESSMAN, MEMBER
ASTORIA

OREGON
STATE HIGHWAY COMMISSION
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER

C. B. McCULLOUGH
ASSISTANT STATE HIGHWAY ENGINEER

J. M. DEVERS
CHIEF COUNSEL

H. B. GLAISYER
SECRETARY

FOR FILING

DA-M1-3

NOTED
C.B. McCullough

May 12, 1944

Mr. H. M. Sutton,
Auditor of General and Station Accounts,
Union Pacific Railroad Company,
Omaha, 2, Nebraska.

Your file G 10-C

Dear Sir:

Your letter of May fifth addressed to the Oregon State Highway Commission concerning money due the Union Pacific Railroad Company in connection with the construction of the Swan Island Access Road has been handed to me for reply.

The Swan Island Access Road involves a project which the State of Oregon handled as an agency of the Federal government; in other words, the road constructed is not a state highway and not in any way under the jurisdiction of the Highway Commission, but the work was handled by the Commission under a statute which permits the State of Oregon to cooperate with the Federal government concerning roads or streets not under the control of the Highway Commission.

An agreement was prepared to be executed by the City of Portland, the State of Oregon and the Union Pacific Railroad Company. The agreement was executed by the City and the State but was not approved by the company on the ground that the date of the execution of the contract was subsequent to the date of the commencement of the work. The job was more or less an emergency job and was commenced and much of the work done prior to the execution of the agreement.

The State has invested its own funds and cannot get reimbursement from the Government until the State can submit an executed copy of said agreement. Rather than take the time necessary to have the agreement resubmitted to the City and again to the State Highway Commission which meets only once a month, I suggested that the City and the State sign a supplemental agreement or statement by which they would agree that, notwithstanding the execution date in the contract, it should be deemed and understood that the contract reached back to the date on which the work was begun. It was my understanding that if this procedure were followed, the original agreement would be executed by the company, so that payment could be made by the State to the company of money due, and likewise the State could get reimbursement from the Government.

VALORIE E. CHRISTMAN, MEMBER
KENNETH LATTA,
ARTHUR W. SCHULTZ, MEMBER
PORTLAND,
J. H. BANFIELD, CHAIRMAN
COMMISSIONERS

I learned yesterday in connection with an inquiry made by telephone with the Union Pacific office in Portland that the original agreement is being held until the supplement is executed. Payment of the money due the company must wait until the company returns to the State an executed copy of the original agreement.

Yours very truly,

J. M. DEVERS

JMD:PW

cc C. B. McCullough
G. S. Paxson

FORM E-122X 6M 5-43

COMMISSIONERS

T. H. BANFIELD, CHAIRMAN
PORTLAND

ARTHUR W. SCHAUPP, MEMBER
KLAMATH FALLS

MERLE R. CHESSMAN, MEMBER
ASTORIA

OREGON
STATE HIGHWAY COMMISSION
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER

C. S. McCULLOUGH
ASSISTANT STATE HIGHWAY ENGINEER

J. M. DEVERS
CHIEF COUNSEL

H. S. GLAISYER
SECRETARY

May 11, 1944

DA-NI-3

R 10402

Mr. V. B. Collins,
Tax and Right of Way Agent,
Union Pacific Railroad Company,
Pittock Block,
Portland 5, Oregon.

Dear Sir:

In my conversation with Mr. Murray today by telephone with respect to the Swan Island Access Road agreement I understood him to say that the original agreement has not yet been sent to Omaha for execution by the company, but is being held until the supplemental agreement can go with it.

In Mr. Shields' letter of April fourth he said with respect to the supplemental agreement this: "Rather than delay the settlement between the State and the Federal Government for this project we shall approve the contract as executed, with the understanding that this supplemental writing fixing the effective date will be signed and returned to us as soon as possible."

The City has executed the supplemental agreement as is evidenced by Ordinance No. 79798, a copy of which was furnished me by the Auditor under date of April thirteenth. My files, however, do not show that the supplemental writing was returned, so I am having inquiry made at the City Auditor's office.

I have a letter dated May 5, 1944, over the signature of the company's auditor, R. M. Sutton, in which he makes inquiry as to why payments of money due the company in connection with the project have not been made. This project is a Federal project financed with federal funds, and until the State can satisfy the Government with respect to the execution of the agreement between the City, the railroad and the State reimbursement will not be made by the Government to the State. May I suggest, therefore, that the original Swan Island agreement, which has been executed by the City and the State, go forward at once for execution by the company, otherwise there will be further delay.

Yours very truly,

J. M. DEVERS

JMD:PW
cc C. S. McCullough
G. S. Paxson
Sam Murray

RECEIVED
APR 8 1944
FOR FILING

COMMISSIONERS
T. H. BANFIELD, CHAIRMAN
PORTLAND
ARTHUR W. SCHAUPP, MEMBER
KLAMATH FALLS
MERLE R. CHESSMAN, MEMBER
ASTORIA

OREGON
STATE HIGHWAY COMMISSION
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
C. B. McCULLOUGH
ASSISTANT STATE HIGHWAY ENGINEER
J. M. DEVERS
CHIEF COUNSEL
H. B. GLAISYER
SECRETARY

DA-NI 3

April 6, 1944

R 10422

Mr. L. E. Latourette,
City Attorney,
City Hall,
Portland 4, Oregon.

Dear Mr. Latourette:

You will recall that the City and the State have executed an agreement covering the construction of the Swan Island Access Road. The agreement was then sent to the Union Pacific officials for execution. However, since the date fixed in the agreement was the date on which it was executed by the City and the State the Railroad Company's legal department asked that it be amended so as to fix the effective date of the agreement as of May 15, 1942, since that was the date when work commenced.

Had the agreement been taken before the City Council and before the Highway Commission for execution some two months would have elapsed and that delay would have been harmful to the State in getting reimbursement from the Government for the money involved in the construction of the road. I therefore suggested to the Company's legal department that an instrument be prepared to be executed by the parties, in which it would be stated that, notwithstanding the execution date in the agreement, the effective date should be May 15, 1942.

Such an instrument was prepared by the Railroad Company and five copies have been sent to me for submission to the Highway Commission and the City, and after such execution these copies will go to the Railroad for attachment to the original agreement.

Since the Highway Commission will not be in session until sometime in May, it occurred to me that possibly this instrument could be executed now by the City and be ready for the Commission meeting in May. When the agreement with this supplemental instrument has been executed by all of the parties you will be entitled to a fully executed copy for your files.

Will you please bring this matter to the attention of the City officials and after they execute the same please return them to me and I will take them to the Commission.

Yours very truly,

J. M. DEVERS

JMD:PW
Enc.

cc C. B. McCullough

FORM E-125X 6M 9-40

RECEIVED
APR 3 1944
FOR FILING

COMMISSIONERS

T. H. BANFIELD, CHAIRMAN
PORTLAND

ARTHUR W. SCHAUPP, MEMBER
KLAMATH FALLS

MERLE R. CHESSMAN, MEMBER
ASTORIA

OREGON
STATE HIGHWAY COMMISSION
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER

C. S. McCULLOUGH
ASSISTANT STATE HIGHWAY ENGINEER

J. M. DEVERS
CHIEF COUNSEL

H. B. GLAISYER
SECRETARY

C.B.M. Cutler
UP-N1.3

April 1, 1944

Mr. Roy F. Shields,
General Solicitor,
Union Pacific Railroad Company,
727 Pittock Block,
Portland 5, Oregon.

Re: Your file 9005-32-1. Contract between OWR& R-UP, Highway Commission and City of Portland, Swan Island Access Road

Dear Mr. Shields:

I have just read your letter of March thirty-first which was in answer to mine of March twenty-fourth addressed to Mr. Collins concerning a request made by the Company's legal department that the contract be amended even after execution by the City and the State so as to show a retroactive operating date.

My objection to so amending the contract does not go at all to the nature of the proposed amendment but merely to the delay which such amendment will occasion. My experience in dealing with the City officials has led me to believe that any change in the contract will require further official action by the City Commissioners, and, while the Highway Commission would not perhaps reprimand me for making the addition to the contract after its execution by the Commission, such act on my part would, if later brought to their attention, raise a question in the minds of the commissioners as to whether I was making more serious changes in other contracts.

If the amendment is made now and the regular procedure is followed; namely, a resubmission to the City and resubmission to the Highway Commission, approximately two months will be consumed for the Highway Commission will not meet again until sometime in May, unless a special meeting is called. The Federal Government is urging the State to present its claim for reimbursement so that the transaction can be closed, for the time element is quite material with respect to the funds that were made available for this particular job. The Public Roads Administration is rapidly approaching the time when it must submit its report of funds disbursed and funds on hand at the end of the fiscal year, which is June thirtieth. To avoid further delay it was suggested that the State bill the Government for the cost of the project, excluding the cost involved in the contract under discussion. I offered objection to that suggestion for the reason it would leave open for long discussion the question of reimbursement for the amount due the railroad. Due to the fact that the road in controversy is not a road under

the State Highway Commission's jurisdiction state funds are not disbursable for that project, but the entire cost is to be paid by the Government, including the amount due the railroad company, and in fairness to the railroad company I do not believe that any action should be taken which will prolong the date of payment to the railroad company for the work it did.

If some arrangement can be made whereby execution of this agreement in its present form can be completed so that an executed copy can be submitted to the Public Roads Administration with the Highway Commission's bill for the cost of the entire project, I am willing to undertake the execution by the State and the City of a paper either in letter form or by way of rider to be attached to the agreement, which will expressly fix the retroactive date of the agreement; but I am terribly fearful that a thirty-or sixty-day delay in presenting to the Public Roads Administration the State's bill, including the railroad bill, will involve discussion and call for its submission to some government agency or official in Washington to whom or to which delay means little.

In short, I have absolutely no objection to the contract being explicit as to its operative date. My only concern is the evil which may flow from further delay.

Yours very truly,

J. M. DEVERS

JMD:FW

cc C. B. McCullough

T. B. Collins

(2)

RECEIVED
MAR 1 1944
FOR FILING

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 13, 1944

DA-N1 3

SUBJECT:

To: Mr. C. B. McCullough,

Office.

Fib

Dear Mr. McCullough:

I have just been advised today that the City of Portland has adopted ordinance No. 79683 by which the Council has authorized the execution of the Swan Island railroad-highway contract.

As soon as the copies of the agreement have been executed by the City and returned to me I will forward them to the railroad company.

Yours very truly,

J. M. DEVERS

JMD:PW

RECEIVED
MAR 10 1944
FOR FILE

NOTED
G.S. PAXSON

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

DA-NI 3

Salem, Oregon
March 4, 1944

SUBJECT:

To: Mr. C. B. McCullough,

Office.

Dear Mr. McCullough:

You will recall that you asked me to send to the City of Portland for execution by the City Commissioners the agreement between the State, the City and the Railroad covering the Swan Island Access Road Project. I did so and received from the City Attorney today a letter in which he says:

"We have had these proposed contracts checked by the City Engineer who approves the same, and I have prepared and forwarded to the Commissioner of Public Works a suitable draft of ordinance for authorizing execution by the City. This ordinance should be before the Council next week on Wednesday, whereupon the contract will be submitted for execution by the city officers and the railroad companies and an executed copy forwarded to you."

Therefore I assume that soon these instruments will be back in my hands and I will then send them to the railroad company.

Yours very truly,

J. M. DEVERS

J. M. DEVERS

JMD:PW

FORM E-100X 6M 6-43

RECEIVED
FEB 23 1944
FOR FILING

COMMISSIONERS
T. H. BANFIELD, CHAIRMAN
PORTLAND
ARTHUR W. SCHAUPP, MEMBER
KLAMATH FALLS
MERLE R. CHESSMAN, MEMBER
ASTORIA

OREGON
STATE HIGHWAY COMMISSION
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
C. B. McCULLOUGH
ASSISTANT STATE HIGHWAY ENGINEER
J. M. DEVERS
CHIEF COUNSEL
H. B. GLAISYER
SECRETARY

February 21, 1944

DA-N1 3

Mr. Lyman L. Latourette
City Attorney
City Hall
Portland, Oregon

Dear Mr. Latourette:

I am handing you herewith three copies of an agreement covering easement for the Swan Island Access Road project, which is now in form satisfactory to the railroad and in form satisfactory to the Highway Commission. These three copies have been executed by the Highway Commission for and on behalf of the State and are now being sent to you for execution on the part of the City. I understand that this form of easement, with all its provisions, has been approved by representatives of the City.

Sections 6 and 7, as originally written, were not satisfactory to the State because the streets involved are not under the jurisdiction of the Highway Commission and hence this Commission could not bind future commissions with respect to the obligations or possible obligations implied in Sections 6 and 7, and I suggested that Section 6 be eliminated entirely but the railroads were unwilling to accept my suggestion and on the assumption that the agreement had been previously approved by the City, as I believe your files will show, the State could offer no objection since it has been omitted from paragraphs 6 and 7. I only mention these things so as to call again your attention to those particular provisions.

When the City has executed this agreement in triplicate, if you will return them to me I will present them to the railroad company for execution, after which a fully executed copy will be sent to you for your permanent files.

Yours very truly,

J. M. DEVERS

Enclosures
JMD:AW
cc Mr. C. B. McCullough

R. H. BALDOCK
STATE HIGHWAY COMMISSIONER
C. S. McCULLOUGH
ASSISTANT STATE HIGHWAY COMMISSIONER
J. M. DEVERS
CHIEF CLERK
R. E. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY COMMISSION
SALEM

February 21, 1944

Mr. Lynne E. Laterrette
City Attorney
City Hall
Portland, Oregon

Dear Mr. Laterrette:

I am sending you herewith three copies of an agreement covering easement for the Swan Island Access Road project, which is now in form satisfactory to the railroad and in form satisfactory to the Highway Commission. These three copies have been executed by the Highway Commission for and on behalf of the State and are now being sent to you for execution on the part of the City. I understand that this form of agreement, with all its provisions, has been approved by representatives of the City.

Sections 6 and 7, as originally written, were not satisfactory to the State because the streets involved are not under the jurisdiction of the Highway Commission and hence this Commission could not bind future commissions with respect to the obligations or possible obligations implied in Sections 6 and 7, and I suggested that Section 6 be eliminated entirely but the railroads were unwilling to accept my suggestion and on the assumption that the agreement had been previously approved by the City, as I believe your files will show, the State could offer no objection since it has been omitted from paragraphs 6 and 7. I only mention these things so as to call again your attention to these particular provisions.

When the City has executed this agreement in triplicate, if you will return them to me I will present them to the railroad company for execution, after which a fully executed copy will be sent to you for your permanent files.

Yours very truly,

J. M. DEVERS

Enclosures
JMD:AW
cc Mr. C. S. McCullough

RECEIVED
FEB 23 1944
FOR FILE

DA-NI 3

Salem, Oregon
February 21, 1944

Mr. J. H. Devers
Chief Counsel
DEPARTMENT

Dear Sir:

We are returning herewith three copies of the Agreement between the State Highway Commission and the O. W. R. & N. Company, the Union Pacific Company, and the City of Portland, covering easements for the Swan Island Access Road Project in Portland, both copies of which have been signed by the State Highway Commission.

You requested that this Agreement be returned to your office for further handling. When the Agreement has been fully executed, will you please return one copy for the Highway Commission's files.

Very truly yours,

JMcLF
Encls.

C. H. McCullough
Assistant State Highway Engineer

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 18, 1944

SUBJECT: Agreement with O. W. R. & N. Co., Union Pacific Co., and City of Portland

To:

C. B. McCullough

O F F I C E

I am returning to you herewith, for transmittal to Mr. Devers three copies of an agreement between the O. W. R. & N. Co., the Union Pacific Co., the City of Portland and the State Highway Commission covering easements for the Swan Island Access Road Project in Portland, Oregon. These have been signed by the State Highway Commission.

As soon as this has been executed, please return one copy to me for the Commission's records and files.

H. H. Heaton
Secretary

DF

RECEIVED
FEB 18 1944
FOR FILING

D4-N1 3

Salem, Oregon
February 18, 1944

Agreement with O. W. R. & N. Co., Union Pacific Co., and City of Portland

C. B. McCullough

OFFICE

I am returning to you herewith, for transmittal to Mr. Devers three copies of an agreement between the O. W. R. & N. Co., the Union Pacific Co., the City of Portland and the State Highway Commission covering easements for the Swan Island Access Road Project in Portland, Oregon. These have been signed by the State Highway Commission.

As soon as this has been executed, please return one copy to me for the Commission's records and files.

Secretary

RECEIVED
JAN 22 1944
FOR FILING

LA-N13

January 3, 1944

Mr. Sam Murray
Resident Engineer
Union Pacific Railroad Company
Pittock Block
Portland 5, Oregon

Dear Mr. Murray:

I am sending herewith three bound copies of the agreement covering easements for the Swan Island Access Road, together with one unbound copy of the superseded instrument.

You will recall that your company had one or two suggestions to make in reference to this agreement, and in order to meet these suggestions Mr. Dewers states that he found it necessary to rewrite the entire agreement.

I believe this agreement is now in proper form and would be glad if you would have it examined and if satisfactory have it executed on the part of your company.

Very truly yours,

C. B. McCullough
Assistant State Highway Engineer

Enclosures
CBM:AW

RECEIVED
MAY 5 1944
FOR FILING

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 29, 1943

DA-N1.9

SUBJECT:

To: Mr. C. B. McCullough,

O f f i c e .

Dear Sir:

Attached are the following instruments: three bound copies of agreement covering easements for Swan Island Access Road, one unbound superseded copy of the same contract, and one unbound redrafted copy of the same contract.

In order to meet suggestions made by the engineering staff and by the railroads it was necessary to rewrite the entire agreement, which I have done; and the three bound copies are now submitted for your approval and for execution by the Commission.

The unbound superseded copy should be sent to the railroads with the executed redrafted copies so that it will be available for comparison. The unbound redrafted copy is for your own files and for such reference as you may want to make.

Yours very truly,

J. M. DEVERS

JMD:PW

Enc.

Form B-1—826—4-43

DA-NI 3

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending December 4th 1943, 19

Section Swan Island Access Roads — *Kind of work* Building Bulkhead

Highway City Streets — *Section prefix* 226-1058, DA-NI-3

Contractor Teller Construction Co. — *Contract number* 2581

Date of contract ..., 19 — *Date of completion* December 2nd 1943, 19

Date work started November 26th 1943, 19 — *Estimated date of completion* ..., 19

Amount of contract . . . . . $ 3300.00 — *Per cent of time elapsed* ...%

Estimated cost of completed project, exclusive of engineering . . . . . $...

Per cent of contract completed, based on total contract price . . . .%

Engineering cost to date, $ 25.00, ...% — *Date project was completed* December 2nd 1943, 19

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

The Job has been completed in full.

RECEIVED
DEC 6 - 1943
STATE

Signed A B Dunn

Address 9200 S.E. McLoughlin Blvd.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

RECEIVED
NOV 8 - 1943
FOR FILING

OA-N1 3

Salem, Oregon
September 1, 1943

Mr. J. H. Devers
Chief Counsel
O F F I C E

Dear Sir:

I am returning herewith agreement between the Oregon-Washington Railroad & Navigation Company, Union Pacific Railroad Company, City of Portland, and State of Oregon covering easement for the Swan Island Access Road in Portland.

I note that you raise certain objections to sections 4, 6, 7, 9 and 10.

Since the work has all been completed, I don't believe that any difficulties will arise in connection with sections 4, 9 or 10. I agree with you that sections 6 and 7 should be rewritten, and have indicated in red pencil on the original the portions which I think should be deleted.

I would be glad to discuss this further with you when you have time.

Very truly yours,

C. B. McCullough
Asst. State Highway Engineer

CBM:JF
Encls. 3

FORM S-101X (Rev 1-43)

RECEIVED
OCT 19 1943
FOR FILING

COMMISSIONERS
T. H. BANFIELD, CHAIRMAN
PORTLAND
ARTHUR W. SCHAUPP, MEMBER
KLAMATH FALLS
MERLE R. CHESSMAN, MEMBER
ASTORIA

OREGON
STATE HIGHWAY COMMISSION

R. H. BALDOCK
STATE HIGHWAY ENGINEER
C. B. McCULLOUGH
ASSISTANT STATE HIGHWAY ENGINEER
J. M. DEVERS
CHIEF COUNSEL
H. B. GLAISYER
SECRETARY

OFFICE OF G. S. PAXSON, BRIDGE ENGINEER
SALEM
October 18, 1943

Mr. W. H. Lynch
DA-NI 3
This project includes excavation which will be difficult to
[illegible] during Bad Weather, and we would ask your early consideration
and approval so that the work may get under way immediately.

Mr. W. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland 8, Oregon

Very truly yours,

R. H. Baldock
State Highway Engineer

Attention of Mr. T. H. Davis

Dear Sir:

Following out in detail the procedure outlined in Mr. McCullough's letter to you of October 16, we are enclosing herewith 5 copies of the bids submitted by the Forest Products Treating Company for the furnishing of the creosoted lumber, and 5 copies each of the bids submitted by the Teller Construction Company, the Shale-Compton Company, and the Gilpin Construction Company, for the assembling of the material for the retaining wall which is proposed for construction at the toe of the fill on Greeley Avenue, made necessary by the construction of the Swan Island Access Road Project. You will note that the bid of the Teller Construction Company is the lowest of the three bids submitted. We are also attaching 5 copies of the specifications for this work.

We are also sending, under separate cover, 5 prints from our Drawing No. 6730-B, giving details of the proposed crib retaining wall.

Upon approval by your office of the work, we are entering into an agreement with the Union Pacific Railroad Company, under which agreement they will pay the costs of the work in accordance with the specifications and will reimburse the railroad company for this cost. We will then include the costs of the wall as a part of the reimbursable part of the Swan Island Access Road Project.

This project includes excavation which will be difficult to perform during wet weather, and we would ask your early consideration and approval so that the work may get under way immediately.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

G. S. Paxson
Bridge Engineer

GSP RHS
Enclosure
cc C. B. McCullough
S. H. Probert

RECEIVED
NOV 2 1943
FOR FILING

DA-NI 3

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 27, 1943

Subject: R 10422

To: Mr. C. B. McCullough,

Office.

Dear Mr. McCullough:

Yesterday Sam Murray telephoned me and stated that he has a letter from Mr. Paxson telling him to go ahead with the contract for the building of the crib or timber wall that has been under discussion for some time. He wanted to know if that letter is sufficient or if there should be some official authorization from the Commission.

I told him that normally there should be affirmative action on the part of the Commission or on the part of the Public Roads Administration, since the Government is paying the bill, but I suggested that he go ahead with the work so as to avoid further delay and, in the meantime, we will get a formal approval for his files.

When you have time I would like to discuss this further with you. Mr. Murray said he would go ahead with the work.

Yours very truly,

J. M. DEVERS

JMD:PW

NOTED
C. B. McCullough

COMMISSIONERS
T. H. BANFIELD, CHAIRMAN
PORTLAND
ARTHUR W. SCHAUPP, MEMBER
KLAMATH FALLS
MERLE R. CHESSMAN, MEMBER
ASTORIA

OREGON
STATE HIGHWAY COMMISSION

R. H. BALDOCK
STATE HIGHWAY ENGINEER
C. B. McCULLOUGH
ASSISTANT STATE HIGHWAY ENGINEER
J. M. DEVERS
CHIEF COUNSEL
H. B. GLAISYER
SECRETARY

OFFICE OF G. S. PAXSON, BRIDGE ENGINEER
SALEM

October 23, 1943

Union Pacific Railroad Company
851 Pittock Block
Portland 5, Oregon

Attention: Mr. Sam Murray

Gentlemen:

Following receipt of your letter of October 12 submitting proposals for the construction of the timber crib along the toe of the fill on Greeley Avenue, we submitted the matter to the Public Roads Administration for formal approval. The following is quoted from their reply:

> "We will recommend approval of such construction for inclusion in the final voucher as a contingency not involving increased Federal Aid. As pointed out in Mr. McCullough's letter, payment of Federal funds will be subject to the customary audit, and in accordance with applicable regulations. This may require payment for freight at investment rather than revenue rates, but under the conditions on this project, we will recommend revenue rates. It is noted that the excerpt from Mr. Murray's letter quotes lumber at $70 per M, which is evidently to be purchased at $66.00. Reimbursement will, of course, be on the basis of the lower figure.
>
> "As the preference rating for this project expired last May, it should not be extended for any material for this proposed construction. However, it does not appear from the plans that critical materials in any amount will be required."

This is authority to proceed with the work under the conditions quoted above and in accordance with the prices submitted by the Teller Construction Company, which were excavation at $2.85 per cubic yard and placing of timber crib at $39.00 per MBM. All other work on this project has been completed, and we would ask that you complete the crib as soon as possible, so that the project may be closed.

I am asking Mr. Young to keep a check on the work for us so that your bills for reimbursement may be audited through this office.

Very truly yours,

C. S. Paxson
Bridge Engineer

CSP:EM

cc S. B. McCullough
F. T. Young
S. H. Probert

[illegible] will recommend approval of [illegible] for location on the final voucher as a contingency not involving [illegible] Federal Aid. As pointed out in Mr. McCullough's letter, payment of federal funds will be subject to the necessary audit, and in accordance with settlement regulations. This may require payment on basis of assessment rather than reserve rates, but under the conditions on this project, we [illegible] assessed reserve rates. It is noted that the excerpt [illegible] Mr. Murray's letter quotes timber at $70 per M, which is evidently to be purchased at [illegible]. reimbursement will, of course, be on the basis of the lower figure.

As the preference rating for this project expired last [illegible], it should not be extended for any [illegible] for this project construction. However, it does not appear that the [illegible] materials in any amount will be required.

Very truly yours,

[illegible]

[illegible]

RECEIVED
[illegible]

File W

DA-NI 3

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

RECEIVED
OCT 23 1943
FOR FILING

October 20, 1943

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to letters of October 18 by Messrs. McCullough and Paxson, concerning construction of a treated timber crib on Oregon DA-NI 3, Swan Island Access Road.

We will recommend approval of such construction for inclusion in the final voucher as a contingency not involving increased Federal Aid. As pointed out in Mr. McCullough's letter, payment of Federal funds will be subject to the customary audit, and in accordance with applicable regulations. This may require payment for freight at investment rather than revenue rates, but under the conditions on this project, we will recommend revenue rates. It is noted that the excerpt from Mr. Murray's letter quotes lumber at $70 per M, which is evidently to be purchased at $68.00. Reimbursement will, of course, be on the basis of the lower figure.

As the preference rating for this project expired last May, it should not be extended for any material for this proposed construction. However, it does not appear from the plans that critical materials in any amount will be required.

Very truly yours,

W. H. LYNCH
District Engineer

L. J. CAUFIELD
Senior Highway Engineer

Copy sent to Paxson
10/22/43
L.P.

RECEIVED
OCT 21 1943
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
OCT 19 1943
FOR FILING

DH-NI 3

October 18, 1943

Mr. W. E. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland 8, Oregon

Attention: Mr. T. H. Davis

Dear Sir:

Some time ago Mr. Davis, Mr. Parsons, Mr. Young and I made an inspection of the condition at the toe of the fill on Greeley Avenue, with special reference to the encroachment on railroad property occasioned by the Swan Island Access Project.

It was agreed that a crib or some similar retaining structure should be built to retain the fill and prevent further encroachment. It was further agreed that, in view of the fact that this work would have to be done on railroad property and in immediate proximity to the Railroad Company's main line, it would be better if this work were done by forces under the immediate direction of the Railroad.

In view of the above facts, and in view of the further fact that no State crews of any character were available, it was agreed that the Railroad Company should secure bids from several organizations and submit them to this office, and that upon approval from this office of the low bid, your office in turn would give approval to the doing of this work.

Pursuant to this arrangement, plans were submitted to Mr. Murray in September. Under date of October 12 we received reply from Mr. Murray, from which the following is quoted:

"Yours of September 14, sent proposed timber crib at the toe of the fill on Greeley Avenue:

"I attach a set of specifications and request for bids for this work, together with a bid from the Forest Products Treating Company for the creosoted timber, also bids for construction from the following firms:

"Feller Construction Company
Wade-Compton Company
Gilpin Construction Company

"Natt McDougall, Portland Tug & Barge Company, and Kerr & Kibbe asked to be excused from bidding.

"On the basis of the low bid, and $70.00 per thousand for lumber, the estimated total cost is detailed as follows:

"Low bid	$1,525.
Lumber, 19 M at $70	1,330.
Freight, The Dalles to Portland	65.
Engineering, extras and contingencies	380.
Total	$3,300.

"You will observe that the price for lumber in the estimate is a little more than the Forest Products Treating Company's bid."

I am also attaching copies of bids from Forest Products Treating Company for the lumber, and three bids (from The Gilpin Construction Co., Beale-Compton Co., and Teller Construction Co.) for the construction. I am also sending copy of specifications and request for bids prepared by Mr. Murray.

The bid of Teller Construction Co. for the placement of the crib is low in the amount of $1,525, as noted in Mr. Murray's letter.

I believe that the prices submitted both for this latter company (Teller Construction Co.) and the Forest Products Treating Company are as low as can be expected. It is, therefore, my recommendation that this transaction be approved, and that we be given authority to advise Mr. Murray to proceed with the construction of this wall in accordance with the low bid. It is understood, of course, that the item for engineering, extras and contingencies is to include only those items which are acceptable for approval under your regulations.

Inasmuch as the season is well advanced, we are very anxious to start work at once. We would therefore appreciate early reply.

Very truly yours,

C. D. McCullough
Assistant State Highway Engineer

CDMcD:F
Encls. 6

cc G. A. Bowers

Form 3010
8-41-3M

UNION PACIFIC RAILROAD COMPANY

OPERATING DEPARTMENT

E. MURRAY,
RESIDENT ENGINEER

PORTLAND, OREGON

October 12, 1943

Mr. C. E. McCullough,
Assistant State Highway Engineer,
Oregon State Highway Commission,
Salem, Oregon.

Dear Sir:

Yours of September 14, anent proposed timber crib at the toe of the fill on Greeley Avenue:

I attach a set of specifications and request for bids for this work, together with a bid from the Forest Products Treating Company for the creosoted timber, also bids for construction from the following firms:

Teller Construction Company
Waale-Camplan Company
Gilpin Construction Company

Natt McDougall, Portland Tug & Barge Company, and Kern & Kibbe asked to be excused from bidding.

On the basis of the low bid, and $70.00 per thousand for lumber, the estimated total cost is detailed as follows:

Low bid	$1,525.
Lumber, 19 M @ $70	1,330.
Freight, The Dalles to Portland	65.
Engineering, extras and contingencies	380.
Total	$3,300.

You will observe that the price for lumber in the estimate is a little more than the Forest Products Treating Company's bid.

I am somewhat in a quandary as to what to say in regard to this matter. The contract between the State, the City, and the railroad company, which is now in process of negotiation, provides, in substance, for a retaining wall, if it is necessary to provide the 25-foot clearance between the center of track and the slope. I doubt if the proposed crib would be construed as a retaining wall. I also have some doubt as to whether the execution of the papers will in any case be concluded before heavy rains commence.

H. G. Smith

C. E. McCullough

Are we not justified in getting together on a temporary bulkhead, with untreated ties set in the ground, waled and planked, so as to to take care of the situation which is confronting us now that the rains have started, and leaving further construction to follow the terms of the contract? Unless, of course, they are revised to provide a creosoted timber bulkhead according to your plan.

Yours very truly,

S. MURRAY

cc C. E. McCullough
H. C. Smith

RECEIVED
OCT 18 1943
FOR THE STATE HIGHWAY COMMISSION

COMMISSIONERS
T. H. SANFIELD, CHAIRMAN
PORTLAND
ARTHUR W. SCHAUPP, MEMBER
KLAMATH FALLS
MERLE R. CHESSMAN, MEMBER
ASTORIA

OREGON
STATE HIGHWAY COMMISSION
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
C. B. McCULLOUGH
ASSISTANT STATE HIGHWAY ENGINEER
J. M. DEVERS
CHIEF COUNSEL
H. B. GLAISYER
SECRETARY

DH-NI 3

September 21, 1943

R 10422

Mr. L. E. Latourette,
City Attorney,
Portland, Oregon.

Dear Mr. Latourette:

I have just read your letter and the letter by Mr. Morrow with respect to the proposed easement agreement covering the Swan Island Access Road, and I note that the provisions of the agreement are approved by Mr. Morrow. In your letter you ask for further comment from this office.

The road which is the subject of the easement, at least in part, is a road which is not under the jurisdiction or control of the State Highway Commission but I understand is a city street. The Highway Commission became one of the contracting parties for the improvement of the street because requested so to do by the Federal Government. Since the road or street is not under the control or jurisdiction of the Highway Commission and is therefore neither a primary nor a secondary highway the Highway Commission cannot obligate state highway funds for use on the road nor for the reconstruction or rearrangement of the road if requested to do so in the future by the railroad company. Since the Highway Commission cannot obligate highway funds in connection with this proposed project, it is my opinion that the Commission cannot obligate the State as it would be obligated if the Commission executed this agreement and especially as such funds would be obligated under the provisions of Sections 6 and 7.

If the Swan Island Access Road is a street or road under the jurisdiction of the City, then I think the City alone should execute the agreement for the public, and if for any reason the State must be a party, then I think provisions of the agreement which obligate funds should be made obligations of the City alone rather than the City and/or the State.

I shall report this proposed agreement to the Highway Commission at its earliest meeting and will advise you of such action as the Commission may take.

Yours very truly,

J. M. DEVERS

JMD:PW
cc C. B. McCullough
H. G. Smith

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 30, 1943

SUBJECT:

To: Mr. James McFarland
Office

Dear Sir:

Reference is made to the attached letter from Mr. Devers to Mr. McCullough regarding the contract with the Union Pacific Railroad Company on the Going Street Overcrossing. Items 1 and 4 are the ones on which you have raised a question. This project is now completed, and the contractor has been paid.

Item No. 1 refers to Section 4 of the agreement and also states that this section gives the railroad company the right to protect its property with flagmen at the expense of the State. Item No. 4 refers to Section 9 of the agreement and provides that the State is obligated to require certain insurance protection from its contractor. Mr. Devers has these two sections of the agreement reversed, as Section 4 has to do with the insurance and Section 9 with the flagmen.

With reference to the flagging expense, our contract with The Tower Sales and Erecting Company required the contractor to reimburse us for the cost of necessary flagging, and, when the final payment was made, the cost of such flagging was deducted from the final estimate. This amounted to 112 hours, regular time, at $1.122 per hour, amounting to $125.66, and 7½ hours, overtime, at $1.583 per hour, amounting to $11.87. The total was $137.53. The contractor has accepted this billing and signed the final voucher. The check has been mailed to him. In view of this, I do not believe it is necessary to make any change with reference to the overtime payment, as the contractor worked overtime on the same hours that were charged overtime by the railroad and did not object to the billing for overtime.

With reference to Item No. 4, I find that the railroad agreement reads almost identically with our special provision covering insurance.

In view of the above, I would state that Sections 4 and 9 of the agreement are satisfactory as they are written. In addition to this, they conform to the requirements of the Public Roads Administration under which we are working.

Very truly yours,

G. S. Paxson
Bridge Engineer

By W. A. Reeves

W. A. Reeves
Bridge Office Engineer

WAR:GF
Enclosure

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 26, 1943

Subject:

To: Mr. C. B. McCullough,

Office.

Dear Mr. McCullough:

Attached you will find three copies of a proposed agreement covering easement for Swan Island Access Road in Portland. This form of agreement has been prepared by the railroad for execution by the City of Portland, the State Highway Commission, the Oregon-Washington Railroad & Navigation Company and the Union Pacific railroads.

I am not familiar with the detail of this subject. Many of the provisions in this agreement are the usual provisions found in similar agreements prepared by the railroad. I call your attention, however, to the following sections:

1. Section 4 gives the railroad companies the right to protect their property with flagmen at the expense of the State. I suggest that we have some understanding as to whether or not we are going to pay time and one-half while men are being transported to and from the job.

2. Section 6 sets out some reserved rights on the part of the railroads for enlargement of railroad facilities and imposes obligations on the State should such improvements be made.

3. Section 7 reserves the right to the railroad companies to protect their property against slides of earth, rock or other materials in such manner as it may deem best.

4. Section 9 obligates the State to require certain insurance protection from its contractor.

5. Section 10 permits the railroad companies to place on the job an inspector clothed with certain rights and authority which may conflict with the engineers of the Government and the State.

There may be some other clauses in this agreement which are worthy of special consideration, but a hurried reading this morning suggested to my mind that the provisions which I have pointed out should at least be read carefully by you before the agreement is approved.

I shall appreciate an opportunity to discuss this contract with you.

Yours very truly,

J. M. DEVERS

JMD:PW

Section 6. If the Railroad Companies at any time construct or desire to construct additional tracks or other facilities or appurtenances or improvements of any kind or nature whatsoever, on any of the property involved, thereby necessitating the removal or relocation of the public road or slopes described in Section 1 hereof, the State or City shall make such removal or relocation without expense to the Railroad Companies; provided that if in the judgment of the Railroad Companies and the State and/or City it is practical to accomplish the desired result by means of retaining walls, the State or City at its own expense shall construct and maintain such walls to the satisfaction of the Railroad Companies. Said roadway and slopes shall not be widened except by mutual agreement between the Railroad Companies, the State and the City, and if the Railroad Companies consent to such widening, they shall have the right to require the State or City at the expense of the State or City, to construct and maintain retaining wall or walls satisfactory to the Railroad Companies, for the protection of the Railroad Companies' property. In the construction and maintenance of the project, the State and City shall at all times preserve a clearance of not less than twenty (25) feet between the toe of roadway slopes and the center line of the nearest railroad track (as at present constructed)

Section 7. The Railroad Companies reserve and at all times shall have the right to protect their tracks, properties and facilities from and against slides of earth, rock or other material from said roadway or slopes, or resulting from the presence of said roadway or slopes of the project in the location hereinbefore

Old Sheet 9-10-11-12 - Now been rewritten - 10-14-43 Sheet 9 superseded

described, and to remove such earth, rock or other material therefrom at the expense of the ~~State or~~ City. In such event the ~~State or~~ City at its own expense will take all action necessary to protect and preserve its roadway and slopes from further slides, and shall not hold the Railroad Companies responsible therefor.

Section 8. It is understood and recognized that safety and continuity of railroad and telegraph operations are of the utmost importance, and in order that same may be adequately safeguarded, protected and insured, and in order that accidents may be prevented and avoided, it is agreed with respect to said project:

(1) Neither the State nor the City nor its or their contractors or subcontractors shall do, suffer or permit anything which will or may obstruct, endanger, interfere with, hinder or delay the maintenance or operation of tracks or facilities of the Railroad Companies.

(2) The State or the City, as the case may be, each at its own expense shall adequately police and supervise all work to be performed by it hereunder, shall regulate the conduct of same in such manner that the prosecution thereof will not endanger, interfere with, hinder or delay the operations of the Railroad Companies and shall not inflict injury to persons or damage to property for the safety of whom or of which the Railroad Companies may be responsible or to property of the Railroad Companies.

(3) If at any time the Railroad Companies and the Chief Engineer of the Oregon State Highway Commission or (in case of work performed by the City) the City Engineer or his authorized

Superseded

representative shall be of the opinion that any work contemplated by this agreement is being or is about to be done or prosecuted without due regard and precaution for safety and security, the State or the City, as the case may be, shall cause such work to be suspended until suitable, adequate and proper protective measures are adopted and provided.

(4) Neither the State nor the City shall suffer or permit debris incidental to the improvement, maintenance, repair or renewal of said project to foul the drainage ditches or ballast or roadbed of the Railroad Companies, and, if such debris is cast thereon, the State or the City shall immediately remove same at its own expense.

(5) The State at its own expense will provide and the City at its own expense will maintain suitable facilities for draining said project, and shall not suffer or permit drainage waters therefrom to flow or collect upon property of the Railroad Companies.

(6) Neither the State nor the City shall place any explosive or combustible material upon, along or about the premises of the Railroad Companies, or erect any structure thereon except said viaduct extension and temporary falsework therefor, or cause or permit the view along the tracks of the Railroad Companies to be obstructed, or obstruct or interfere with the drainage ditches of the Railroad Companies.

(7) To the extent the State shall find it necessary to excavate from existing slopes adjacent to the tracks of the Railroad Companies or to create new slopes for the accommodation of

said project, the State shall so excavate from existing slopes and construct new slopes that the pitch of same shall not be excessive, nor create undue hazards of slides or falling rock, nor impair or endanger the clearance between said existing or new slopes and the tracks of the Railroad Companies.

(8) Before commencing said work or any subsequent work of repair, maintenance, or renewal upon or about said project, the State or the City, as the case may be, or those acting under their authority, shall give reasonable notice of the time when such work shall commence to the Resident Engineer or the Superintendent of the Railroad Companies and shall cooperate with said representatives of the Railroad Companies in every reasonable way for the adequate protection of railroad facilities and operations during the progress of said work.

(9) The benefits of this section shall inure to The Western Union Telegraph Company as fully and to the same extent as if it were named herein and made a party hereto.

Section 9. In the event the State performs all or any part of the work to be performed by it under this agreement through a contractor or contractors, the State shall require such contractor or contractors, before beginning work, to furnish for and in behalf of the Railroad Companies and the Telegraph Company suitable and satisfactory Protective Public Liability Insurance and Protective Property Damage Liability Insurance conforming to the requirements of Works Program General Memorandum No. 32, signed by the Chief of the Bureau of Public Roads and dated January 27, 1937, said

Superseded

RECEIVED
SEP 15 1943
FOR FILING

ILL-NI-F

September 14, 1943

Mr. S. Murray
Resident Engineer
Union Pacific Railroad Company
Pittock Block
Portland 5, Oregon

Dear Sir:

Under separate cover, I am sending you six prints from our Drawing No. 6730-B showing details for the timber crib at the toe of the fill on Greeley Avenue. I am also attaching six copies of a proposed specification covering this work. Since this crib wall is primarily for the protection of your operations, we will have no objections to changes in the plans or specifications which may better fit your needs, but would like the opportunity of knowing what these changes are before they are put into effect.

You will note that, under these specifications, unit bids will be taken on two items: first, excavation and, second, assembling of timber crib. There will be approximately 260 cubic yards of excavation and 16,640 B.F.M. of timber in the crib. In taking bids on these unit quantities, we would suggest that you increase them for possible overruns to approximately 275 cubic yards of excavation and 19 M.F.M. of lumber.

You will note that these specifications are written with the thought that your company will furnish the treated timber f.o.b. the nearest practicable railroad siding.

It is our understanding that you are to get informal bids from several contractors for this work and submit these bids to us. We will then submit them to the Public Roads Administration for its approval as a part of the Swan Island Access Road Project, and, upon approval by the Public Roads Administration, we will enter into an

agreement with you to reimburse you for any cost of the work. This cost would, of course, include the amount paid the contractor and the cost of the treated lumber for the siding.

Very truly yours,

S. B. McCullough
Assistant State Highway Engineer

SBF CH
Attached
cc S. S. Hansen

Bridge No. 6730

SPECIAL PROVISIONS

GRESLEY AVENUE EMBANKMENT

DESCRIPTION OF WORK

The work to be done under this contract consists of the excavation, the assembling, and the backfilling of a treated timber crib bulkhead along the toe of the slope of the Gresley Avenue embankment on the Swan Island Access Road in Multnomah County in accordance with the Oregon State Highway Commission's Drawing No. 6730-B and the specifications which follow.

DATE OF COMPLETION

The work to be done under this contract shall be completed within thirty (30) days after the contractor is notified that the treated lumber is ready for delivery to him.

EXCAVATION

Work to Be Done:

The contractor shall excavate a trench through the material at the toe of the slope, and this trench shall be of sufficient width and depth to permit assembling and placing of the timber crib in the position shown on the plans. Material from the excavation may be piled on the railroad right of way provided no part of it comes within fifteen (15) feet of the center line of the track. After the assembling of the crib, the excavated material shall be used to backfill the crib and the trench. At the completion of the work, the material lying in front of the crib shall be brought to a smooth grade so that it will drain toward the ends of the crib. A ditch one and one-half (1½) feet in depth and three (3) feet wide at the top shall be dug alongside the face of the crib and graded to drain toward the ends of the crib.

Measurement and Payment:

The yardage of excavation paid for will be that actually removed from the trench, except that no payment will be made for material removed outside of an area which is bounded by vertical planes one foot outside the gross dimensions of the crib and parallel thereto. No payment will be made for any material removed from below the plane shown on the plans for the bottom of the crib, and the contractor will be required to replace any such excavated material with material acceptable to the engineer.

No separate payment will be made for backfilling the crib, smoothing up the material in front of the crib, digging the drain ditch, or other

incidental work in connection with the excavation, as it is assumed that the cost thereof is included in the price bid for excavation.

The pay item will be "Excavation."

ASSEMBLING TIMBER CRIB

Work to Be Done

The creosote-treated timber will be furnished the contractor at the nearest practicable siding to the work. All members will be preframed before treatment, and the contractor will not be required to do any of the work of framing or preparing the timbers for treatment. The contractor will not be permitted to cut or bore the timber members in any way which, in the judgment of the engineer, might injure the treatment.

The crib shall be erected to the lines and grades shown on the plans. All joints in longitudinal members shall be tight and shall be held so during the backfilling of the crib.

Measurement and Payment

Payment will be made on the basis of the number of thousand board feet of lumber in the completed crib. Measurement will be on the basis of the nominal size of the members; i.e., the treated ties will be figured as 7" x 9" in section rather than the surfaced size.

The pay item will be "Assembling Timber Crib."

CLEANUP

At the completion of the work, all tools, equipment, surplus lumber, and other construction materials shall be removed from the site and the site of the work left in a neat and presentable condition satisfactory to the engineer and to the railroad company.

Form 3010
8-41-5M

UNION PACIFIC RAILROAD COMPANY

OPERATING DEPARTMENT

S. MURRAY,
RESIDENT ENGINEER

PORTLAND, OREGON

September 7, 1943.

Mr. C. B. McCullough,
Assistant Chief Engineer,
Oregon State Highway Department,
Salem, Oregon.

6730

Dear Sir:

I hand you herewith blueprint of proposed bulkhead for Swan Island approach road. I have prepared this after having gone over the ground with Mr. F. M. Barrett, our Supervisor, and it is his opinion that part of this bulkhead should have a double row of piles and the remainder a single row. We have no equipment with which to build. However, there are two firms in Portland which have skid drivers, one, Gilpin Construction Company, two, Portland Tug & Barge Co.

Yours very truly,

S. MURRAY

Form 3010
8-41-5M

RECEIVED
SEP 27 1943
FOR FILING

UNION PACIFIC RAILROAD COMPANY

OPERATING DEPARTMENT

S. MURRAY,
RESIDENT ENGINEER

DA-N1-3

NOTED
C. B. McCullough

PORTLAND, OREGON

August 12, 1943.

Mr. R. H. Baldock, Chief Engineer,
Oregon State Highway Department,
Salem, Oregon.

CC - Mr. M. C. Williams - Bldg.

Dear Sir:

Referring to yours of August 9, in regard to sloughing of material from Greeley Street:

We cannot dispose of this situation by a wave of the hand and a hope. The slope down from Greeley Street is badly gullied, and is going to continue to wash. The toe at the bottom of the slope is out close to our track, except where we have cut it back in removing materials which blocked the track. The sparse growth of tarweed is not going to help the situation.

Last year from the very beginning of your work, we had trouble at this location. The contractor rolled down stumps and boulders, some of which jumped the rail and landed in the middle of the track, and we were completely tied up on more than one occasion, and this condition is going to be repeated this winter unless some measures are taken to correct it.

I had not thought of the removal of this toe simply as a technical proposition to avoid right of way encroachment. It is more than that. We are going to need the area occupied by the toe for tracks, and this will involve the removal of the lateral support from Greeley Street, and I do not propose to modify the terms of the easement so that we will be in that kind of a jackpot. The whole situation here is that the Highway Department has not done a job.

This situation must be corrected before wet weather. Please advise what you propose to do, and when you propose to start.

Mr. Williams has been quite interested in this matter, and I am giving him copy of this letter, together with copy of yours of August 9.

Yours truly,

S. Murray

RECEIVED
AUG 13 1943
OREGON
STATE HIGHWAY COMMISSION

SHIP AND TRAVEL BY RAIL

August 9, 1943

Mr. S. Murray
Resident Engineer
Union Pacific Railroad Company
Portland, Oregon

Dear Sir:

I have had under consideration your letter of July 14, addressed to Mr. Smith, concerning the removal of the material sloughed down from the Greeley Street cutoff, and I had requested a postponement of any action until I could give some thought to the matter.

I am of the opinion that it would be much better to leave this toe in place, since it has now become consolidated and a certain amount of vegetation is starting along it and along the slope of the fill, which will tend to prevent any further sloughing. I am afraid that if this is removed, it will merely result in more material sloughing from the bank at the first rains; whereas, I believe there is much less danger of any further sloughing if it be left in place.

The toe of the material is not in any close proximity to your tracks, so I cannot visualize any particular reason for moving it except a purely technical one to prevent right-of-way encroachments.

I would appreciate it if you would look this over again to see if you do not check my conclusions.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc Mr. H. G. Smith

RECEIVED
FOR FILING

File File

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

AUG. 11, 1943

DA-NI 3

SUBJECT: Request for release of warrants on final estimates.

To: Mr. H. B. Glaisyer
O-f-f-i-c-e

	Vou. #	Cont. #	Est. #	Name	Am't.	Wt. #	Note
1.	9200	2581	10 FINAL	PORTER W. YETT	5,228.83	244179	
2.							
3.							
4.							
5.							
6.				ACCEPTED?-------			
7.							
8.							
9.							
10.							
11.							
12.							

ACCOUNTING DIVISION

By _____
Bookkeeping Dept.

ok to release warrants

Approved _____
Secretary

NOTED
RUTH SMITH

RECEIVED
JUL 26 1945
FOR FILING

DA-NI 3

July 24, 1945

Continental Casualty Co.
Tate, Westenfelder & Berg, Inc.
Wilcox Building
Portland, Oregon

Gentlemen:

You are hereby notified that state highway contract No. 2831 for work on the Swan Island Access Road Section in Multnomah County, has been completed by the contractor, Porter W. Yett, and that final payment in the amount of $5,228.83 will be made on or after August 3, 1945.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues, or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

For your information we wish to advise that the total contract amount is $170,024.26 of which amount $284.92 represents the amount of force account items. This contract was completed on May 12, 1945 and accepted by the Commission on June 16, 1945.

This notice is served upon you since you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

EB

NOTED
RUTH SMITH

RECEIVED
JUN 24
FOR FILING

LA-NI 3

June 23, 1943

Continental Casualty Co.
Tate, Westenfelder & Berg, Inc.,
Wilcox Building
Portland, Oregon

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to Porter N. Yett, on contract No. 2581, covering grading and paving on the Swan Island Access Road, in Multnomah County. This payment, in the amount of $10,601.31, will be made on or after July 3, 1943. The retained percentage is $5,096.77.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues, or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

Kindly acknowledge receipt of this letter.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

HBG:EB

noted on card RS 6-23-43

RECEIVED
JUN 1
FOR

DA-NI 3

June 18, 1943

Mr. Porter H. Yett
6508 N. E. Ainsworth
Portland, Oregon

Dear Sir:

The State Highway Commission at its meeting on Wednesday of this week, June 16, 1943, discussed your letter of May 15th requesting extension of time from October 15, 1942 to May 12, 1943, within which to complete your contract No. 2581 for the Swan Island Shipyard Access Road Project. I am pleased to inform you that the Commission granted your request without penalty.

Very truly yours,

HHC:ER

Secretary

cc - S. H. Probert
F. T. Young

DA-NI 3

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

May 27, 1943

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to Mr. Probert's letter of May 26, 1943, submitting a State Force Order covering the painting of traffic line separator on Oregon DA-NI 3, the Swan Island Shipyard Access Road, total estimated cost $350.00.

We are recommending this order for approval with the understanding that if there are insufficient funds in the contingent item for this project the cost will be paid by the State Highway Department.

It is our understanding that when this item of traffic separators was first discussed about December, 1942, the Commission authorized the expenditure of State funds if Federal funds were not available.

Very truly yours,

W. H. LYNCH
District Engineer

By L. Caufield
L. J. Caufield
Sr. Highway Engineer

RECEIVED
MAY 28 1943
OREGON
STATE HIGHWAY COMMISSION

DA-NI 3

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

May 27, 1943

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to Mr. Probert's letter of May 26, 1943, submitting a State Force Order covering the painting of traffic line separator on Oregon DA-NI 3, the Swan Island Shipyard Access Road, total estimated cost $350.00.

We are recommending this order for approval with the understanding that if there are insufficient funds in the contingent item for this project the cost will be paid by the State Highway Department.

It is our understanding that when this item of traffic separators was first discussed about December, 1942, the Commission authorized the expenditure of State funds if Federal funds were not available.

Very truly yours,

W. H. LYNCH
District Engineer

By L. Caufield
L. J. Caufield
Sr. Highway Engineer

RECEIVED
MAY 28 1943
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
MAY 25 1943
FOR FILING

DA-NI 3

May 25th, 1943

Mr. L. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland, Oregon

Dear Sir:

Will you kindly execute in an extension of time for Parker York on his Contract No. 2501, Hill Co. Farm Labor Access Road Project. This extension should be granted from October 15th, 1942 to May 15th, 1943.

This delay was necessitated because the bridge contractor had not completed his project and because of the addition of several force account items and numerous changes in the original plans.

It is recommended that the extension be granted without penalty.

Very truly yours,

R. H. Baldock
State Highway Engineer

B

cc Mr. H. G. Smith

DA-NI-3

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

April 12, 1943.

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Swan Island Access Road

Dear Sir:

Reference is made to proposed project agreement estimate for Oregon Project DA-NI-3(1) received with your letter of April 5, 1943.

As this estimate contains an item of work to be done by the Union Pacific Railroad, we should have copies of the agreement under which the work is to be done.

We can take no action on the estimate until we receive three copies of the State Railroad Agreement (one certified).

Very truly yours,

W. H. Lynch
District Engineer

U.P. has prepared an agreement and it will be sent to us about April 15 to April 20 for signing

RECEIVED
APR 13 1943
OREGON
STATE HIGHWAY COMMISSION

April 5, 1943

Mr. W. H. Lynch
District Engineer
Public Roads Administration
Post Office Box 3900
Portland, Oregon

Dear Sir:

We are enclosing herewith seven copies of estimate as basis for project agreement for the Swan Island Access Road, Project No. DA-WK 3 (1).

Very truly yours,

R. H. BALDOCK
Chief Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

Encl.

Oregon State Highway Department

Federal Access Road
Project No. DA-NI 3(1)

SWAN ISLAND ACCESS ROADS PROJECT (PORTLAND)

IN MULTNOMAH COUNTY

(Estimate as basis for project agreement. Based on low bid prices).

Salem, Oregon, March 17, 1943

All Required	Lands, Rights of Way, Easements		$ 3,500.00
All Required	Preliminary Engineering		1,500.00

UNIT NO. 1

10" Portland Cement Concrete Pavement
(Sta. 10+65 to 30+00) (Contract No. 2361)

All Required		Clearing and Grubbing		$ 714.00
1,080	sq. yds.	Removal of Pavement	$ 1.60	1,728.00
650	lin. ft.	Removal of Curbs	.15	97.50
10	cu. yds.	Structural Excavation, Unclassified	10.00	100.00
1,700	cu. yds.	General Excavation, Unclassified	.40	680.00
0.22	mile	Finishing Roadbed & Slopes	1,000.00	220.00
100	lin. ft.	8" Sewer Pipe	1.50	150.00
2	only	Concrete Inlets	40.00	80.00
4	cu. yds.	Concrete Curbs	35.00	140.00
900	cu. yds.	3" - 0" Gravel in Base	2.25	2,025.00
180	cu. yds.	3/4" - 0" Crushed Gravel in Shoulders	3.00	540.00
100	cu. yds.	3" - 0" Material in Cushion Course	3.00	300.00
40	M-Gals.	Sprinkling	2.00	80.00
3,400	sq. yds.	Portland Cement Concrete Pavement	2.75	9,350.00
250	lin. ft.	Expansion Joints in Pavement	.30	75.00
2,000	lin. ft.	Contraction Joints	.03	60.00
150	only	Pipe Dowels	.25	37.50
		Subtotal		$16,377.00
		10% Engr. & Cont.		1,637.70
		Total		$18,014.70

Length of Roadway	.204 mile
Length of Structure	.011 mile
Total Length	.215 mile
Cost per mile, Roadway	$83,789.30

Note: Paving to be constructed across structure.

OREGON 22 PS

22' Portland Cement Concrete Pavement
(Sta. 30+00 to 82+95) (Contract No. 2581)

All Required		Clearing and Grubbing		$ 3,575.00
10	cu. yds.	Structural Excavation, Unclassified	$10.00	100.00
6,500	cu. yds.	General Excavation, Unclassified	.40	2,600.00
1.02	miles	Finishing Roadbed & Slopes	1,000.00	1,020.00
50	lin. ft.	8" Sewer Pipe	1.50	75.00
2	only	Adjustment of Manholes	30.00	60.00
8	only	Concrete Inlets	40.00	320.00
216	cu. yds.	Concrete Curbs	35.00	7,560.00
3,000	cu. yds.	3" - 0" Gravel in Base	2.25	6,750.00
50	cu. yds.	3/4" - 0" Crushed Gravel in Shoulders	3.00	150.00
500	cu. yds.	1" - 0" Material in Cushion Course	3.00	1,500.00
100	M-Gals.	Sprinkling	2.00	200.00
17,600	sq. yds.	Portland Cement Concrete Pavement	2.75	48,400.00
1,450	lin. ft.	Expansion Joints in Pavement	.30	435.00
11,000	lin. ft.	Contraction Joints	.03	330.00
750	only	Pipe Dowels	.25	187.50
			Subtotal	$73,262.50
			10% Engr. & Cont.	7,326.25
			Total	$80,588.75
		Length	1.422 miles	
		Cost per mile	$73,653.96	

UNIT NO. 2

22' Asphaltic Concrete Pavement (Sta. 8+50 to 14+37.4)
(Sta. 12+79.8 to 26+53) (Contract No. 2581)

All Required		Clearing and Grubbing		$ 1,007.00
30	cu. yds.	Structural Excavation, Unclassified	$10.00	300.00
31,900	cu. yds.	General Excavation, Unclassified	.40	12,760.00
834,480	yds. sta.	Short Overhaul	.02	4,788.00
7,000	Cyd. sta.	Long Overhaul	.40	2,800.00
0.89	mile	Finishing Roadbed and Slopes	1,000.00	890.00
110	lin. ft.	8" Sewer Pipe	1.50	165.00
3	only	Adjustment of Manholes	30.00	90.00
6	only	Concrete Inlets	40.00	240.00
120	cu. yds.	Concrete Curbs	35.00	4,200.00
10	sq. yds.	Concrete Valley	2.50	25.00
1,050	cu. yds.	3" - 0" Gravel in Base	2.25	2,362.50
280	cu. yds.	1/4" - 0" Crushed Gravel in Leveling Course	3.00	840.00
40	M-Gals.	Sprinkling	2.00	80.00
950	tons	Class "E" Asphaltic Concrete	7.50	7,125.00

305 tons	Furn. and Place Emulsified Asphalt in Seal Coat	$ 45.00	$ 157.50
18 tons	Furn. and Place Aggregate in Seal Coat	4.50	81.00
	Subtotal		$37,311.00
	10% Engr. & Cont.		3,731.10
	Total		$41,042.10

Length 0.288 mile
Cost per mile $142,507.29

SECT NO. 3

22' Asphaltic Concrete Pavement (Sta. 2+66 to 10+62)
(Contract No. 2551)

All Required	Clearing and Grubbing		$ 525.00
10 cu. yds.	Structural Excavation, Unclassified	$ 10.00	100.00
900 cu. yds.	General Excavation, Unclassified	.40	360.00
1,600 yd. stns.	Short Overhaul	.02	32.00
0.15 mile	Finishing Roadbed and Slopes	1,000.00	150.00
100 lin. ft.	18" Concrete Pipe	2.00	200.00
1 only	Concrete Inlets	40.00	40.00
1,300 cu. yds.	3" - 0" Gravel in Base	2.25	2,925.00
200 cu. yds.	1½" - 0" Crushed Gravel in Leveling Course	3.00	600.00
90 cu. yds.	3/4" - 0" Crushed Gravel in Shoulders	3.00	270.00
50 M-Gals.	Sprinkling	2.00	100.00
585 tons	Class "B" Asphaltic Concrete	7.50	4,350.00
2.0 tons	Furnish and Place Emulsified Asphalt in Seal Coat	45.00	90.00
10 tons	Furnish and Place Aggregates in Seal Coat	4.50	45.00
	Subtotal		$ 9,787.00
	10% Engr. & Cont.		978.70
	Total		$10,765.70

Length 0.150 mile
Cost per mile $71,771.33

SECT NO. 4

40' Asphaltic Concrete Pavement (Sta. 0+00 to 12+68.31)
(Contract No. 2551)

All Required	Clearing and Grubbing		$ 840.00
30 cu. yds.	Structural Excavation, Unclassified	10.00	300.00

2,600	cu. yds.	General Excavation, Unclassified		$ .40	$ 1,040.00
9,000	yd. sta.	Short Overhaul		.02	180.00
0.24	mile	Finishing Roadbed and Slopes		1,000.00	240.00
240	lin. ft.	8" Sewer Pipe		1.50	360.00
4	emly	Adjustment of Manholes		30.00	120.00
4	emly	Concrete Inlets		40.00	160.00
2,300	cu. yds.	3" - 0" Gravel in Base		2.25	5,175.00
420	cu. yds.	1½" - 0" Crushed Gravel in Leveling Course		3.00	1,260.00
230	cu. yds.	¾" - 0" Crushed Gravel in Shoulders		3.00	690.00
90	M-Gals.	Sprinkling		2.00	180.00
1,400	tons	Class "B" Asphaltic Concrete		7.50	10,500.00
5.0	tons	Furn. and Placing Asphalt in Seal Coat		45.00	225.00
24	tons	Furn. and Placing Aggregate in Seal Coat		4.50	108.00
			Subtotal		$21,378.00
			10% Engr. & Cont.		2,137.80
			Total		$23,515.80
		Length	0.240 mile		
		Cost per mile	$97,982.50		

66' Asphaltic Concrete Pavement
(Sta. 2+25 to 24+00) (Contract No. 2511)

All Required		Clearing and Grubbing		$ 192.00
160	sq. yds.	Removal of Pavement	$ 1.60	256.00
250	sq. yds.	Removal of Walks	.20	50.00
350	lin. ft.	Removal of Curbs	.15	52.50
2	emly	Removal of Inlets	10.00	20.00
25	cu. yds.	Structural Excavation, Unclassified	10.00	250.00
1,300	cu. yds.	General Excavation, Unclassified	.40	520.00
.05	mile	Finishing Roadbed and Slopes	1,000.00	50.00
100	lin. ft.	8" Sewer Pipe	1.50	150.00
20	lin. ft.	Extra for Installing Pipe Under Pavement	1.00	20.00
2	emly	Concrete Inlets	40.00	80.00
10	cu. yds.	Concrete Curbs	35.00	350.00
170	sq. yds.	Concrete Walks	2.50	425.00
50	lin. ft.	Expansion Joints in Walks	.10	5.00
450	cu. yds.	3" - 0" Gravel in Base	2.25	1,012.50
120	cu. yds.	1½" - 0" Crushed Gravel in Leveling Course	3.00	360.00
20	M-Gals.	Sprinkling	2.00	40.00
450	tons	Class "B" Asphaltic Concrete	7.50	3,375.00
1.5	tons	Furn. and Placing Emulsified Asphalt in Seal Coat	45.00	67.50

8	tons	Furn. and Placing Aggregate in Seal Coat		$ 4.50	$ 36.00
			Subtotal		$ 7,301.50
			10% Engr. & Cont.		730.15
			Total		$ 8,031.65

Length .852 mile
Cost per mile $154,454.80

32' Asphaltic Concrete Pavement (Sta. 2+00 to 52+50) (Contract No. 2581)

All required		Clearing and Grubbing		$ 175.00
60	sq. yds.	Removal of Pavement	$ 1.60	96.00
280	sq. yds.	Removal of Walks	.20	40.00
330	lin. ft.	Removal of Curbs	.15	52.50
1	only	Removal of Inlets	10.00	10.00
15	cu. yds.	Structural Excavation, Unclassified	10.00	150.00
1,100	cu. yds.	General Excavation, Unclassified	.40	440.00
.04	mile	Finishing Roadbed and Slopes	1,000.00	40.00
60	lin. ft.	8" Sewer Pipe	1.50	90.00
10	lin. ft.	Extra for Installing Pipe Under Pavement	1.00	10.00
1	only	Concrete Inlets	40.00	40.00
10	cu. yds.	Concrete Curbs	35.00	350.00
150	sq. yds.	Concrete Walks	2.50	375.00
50	lin. ft.	Expansion Joints in Walks	.10	5.00
300	cu. yds.	3" - 0" Gravel in Base	2.25	675.00
60	cu. yds.	1½" - 0" Crushed Gravel in Leveling Course	3.00	180.00
10	M-Gals.	Sprinkling	2.00	20.00
270	tons	Class "B" Asphaltic Concrete	7.50	2,025.00
1.8	tons	Furn. and Placing Emuls. Asphalt in Seal Coat	45.00	45.00
5	tons	Furn. and Placing Aggregates in Seal Coat	4.50	22.50
			Subtotal	$ 4,883.00
			10% Engr. & Cont.	488.30
			Total	$ 5,371.30

Length .045 mile
Cost per mile $119,362.22

UNIT NO. 2 (OVERHEAD STRUCTURE)

Roadway Contract (Sta. 14+37.4 to 17+79.6) (Contract No. 2581)

50	tons	Class "B" Asphaltic Concrete	$ 7.50	$ 375.00

1.0	tons	Furn. and Placing Emuls. Asphalt in Seal Coat	$45.00	$ 45.00
5	tons	Furn. and Placing Aggregates in Seal Coat	4.50	22.50
				$ 442.50

Structure Contract (Sta. 1497+44 to 1779+6
(Contract No. 2584)

4,300	lin. ft.	Furnish Untreated Piles	$ .40	$ 1,540.00
64	only	Drive Untreated Piles	35.00	2,240.00
1	only	88' Timber Truss Span	8,500.00	8,500.00
1	only	91½' Timber Truss Span	5,000.00	5,000.00
145	lin. ft.	Untreated Trestle Superstructure	30.00	4,350.00
25	M-FBM	Untreated Lumber in Substructure	90.00	1,350.00
				$ 23,080.00

Work Performed by Union Pacific Railroad Company

All Required	Move and Reestablish Signal Lines	720.00
	Subtotal	$ 24,242.50
	10% Engr. & Cont.	2,402.25
	Total	$ 26,644.75

Length .933 mile

SUMMARY OF FINAL ESTIMATE

Item	Total Cost	Access Road Funds	State Funds
Lands, Rights of Way, Easements Etc.	$ 3,500.00	$ 3,481.00	$ 19.00
Preliminary Engineering	1,500.00	1,492.00	8.00
Roadwork, Unit No. 1:			
19' P. C. Concrete Pavement	18,014.70	17,918.00	96.70
30' P. C. Concrete Pavement	80,588.75	80,156.75	432.00
Roadwork, Unit No. 2:			
22' Asphalt Pavement	41,042.10	40,822.00	220.10
Roadwork, Unit No. 3:			
22' Asphalt Pavement	10,765.70	10,708.00	57.70
Roadwork, Unit No. 4:			
40' Asphalt Pavement	23,515.80	23,390.00	125.80
66' Asphalt Pavement	8,031.65	7,989.00	42.65
90' Asphalt Pavement	5,372.30	5,342.00	29.30
Overcrossing, Unit No. 2:			
Overcrossing Structure	26,644.75	26,518.00	126.75
	$218,974.75	$217,316.75	$ 1,658.00

State Funds for Constr.: Chap. 175, Laws 1917; Chap. 31, Laws 1923; Chap. 529, Laws 1939.
Funds for Maint.: Chap. 529, Laws 1939.

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Sa-N/ 3

Salem, Oregon
January 15, 1943

Mr. W. C. Williams
Highway Division Engineer
Box 4644, Sellwood Station
Portland, Oregon

Dear Sir:

For your information and records, we enclose herewith two blueprint copies of revised Sheet No. 3-B of the federal aid plans for the Swan Island Access Road Project. These blueprints are from the tracing which has been revised to conform with the work called for by the price agreement covering construction of traffic islands, traffic separators, et cetera, on the above project.

Your attention is called to a change in the length and position of the opening to be left in the traffic separator on Greeley Avenue in the vicinity of Station 28+50. This change, which is at the request of Traffic Engineer John Beakey, is shown correctly on the enclosed prints.

Very truly yours,

R. H. BALDOCK
Chief Engineer

By

H. E. Probert
Office Engineer

VEO'H:ER

Encl.

cc to H. G. Smith

14-N1
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FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

December 1, 1942

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon.

Dear Sir:

#2581

Reference is made to your letter of Nov. 30, 1942 enclosing the prices at which Porter Yett, contractor on Oregon Project DA-NC 3, Swan Island Shipyard Access Road, will construct traffic separators, islands, bus turn-outs, timber stairs, etc., the plans for which were submitted with your letter of Nov. 9th.

This work has not been approved as it contains items which have not been determined as necessary. We understand traffic studies are being made which would give additional information as to the necessity for some of the proposed work. Also, due to the washout on this project, necessitating the placing of some 1000 Cu. Yds. of gravel and the replacement of 200 ft. of curb and pavement repair, there are not sufficient funds available for the work indicated in your letter of November 30th and hence we do not have authority to approve this work for construction.

As soon as the additional studies are completed we will advise as to whether all or part of the proposed work is considered essential and if additional funds will be made available.

Very truly yours,

W. H. LYNCH
District Engineer,

By L. J. Caufield
L. J. Caufield
Sr. Highway Engineer

Price agreement with contractor obtained and forwarded to PRA on January 8th. Had been tentatively approved by Tom Harris on Dec. 28th. No additional Federal aid funds provided.

RECEIVED
-1-1942

November 30, 1942

Mr. W. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland, Oregon

Dear Sir:

The following are prices at which Contractor Porter Lott will construct the traffic separators, islands, bus turn-outs and wood stairs proposed to be constructed on the Swan Island Shipyard Access Road Project, in accordance with the plans and specifications submitted to you with our letter of November 9.

Items	Unit	Quan.	Unit Price	Amount
1. Removal of Curbs for Turn-out	Lin. Ft.	380	$ 0.30	$ 114.00
2. General Excavation for Turn-outs, Unclassified	Cu. Yds.	300	1.00	300.00
3. Special Traffic Island Curbs	Cu. Yds.	18	50.00	900.00
4. Concrete Curbs for Turn-outs	Cu. Yds.	10	45.00	450.00
5. Wood Stairs	M-FBM	5	110.00	550.00
6. Wood Traffic Separators	Lin. Ft.	6,700	0.54	3,618.00
7. 3" - 0" Gravel in Place	Cu. Yds.	160	3.00	480.00
8. 1½" - 0" Crushed Gravel in Place	Cu. Yds.	46	3.50	161.00
9. 3/4" - 0" Crushed Gravel in Place	Cu. Yds.	26	3.50	91.00
10. Class "B" Asphaltic Concrete for Turn-outs	Tons	88	8.00	704.00
			Total - - - - - - - - - - - - - - - -	$7,368.00

We recommend acceptance of these prices and request authority from you to enter into a price agreement for the performance of the work at these prices, with the understanding that funds for the work are to be made available by the Federal Government.

Very truly yours,

R. H. Baldock
Chief Engineer

SHP:ER

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN
PORTLAND
HURON W. CLOUGH, MEMBER
CANYONVILLE
HERMAN OLIVER, MEMBER
JOHN DAY

OREGON
STATE HIGHWAY COMMISSION

R. H. BALDOCK, CHIEF ENGINEER
C. S. McCULLOUGH, ASST. CHIEF ENGINEER
J. M. DEVERS, CHIEF COUNSEL
H. B. GLAISYER, SECRETARY

F. T. Young
OFFICE OF [redacted] DIVISION ENGINEER -Acting
PORTLAND

November 20, 1942

IN REPLY PLEASE
REFER TO FILE NO.

Mr. S. H. Probert
Office Engineer
State Highway Department
Salem, Oregon

Dear Sir:

Herewith list of items and prices submitted by Porter Yett covering proposed work of constructing traffic islands, bus turn-outs, wood stairs, and wood traffic separators, on the Swan Island Access Road Project, contract #2581. Prices submitted seem high, and it may be possible to perform this work with State Forces at less cost. However, if you approve of Mr. Yett's prices, I will have a price agreement made and submitted to you:

Items	Unit	Quan.	Unit Price	Amount
1. Removal of Curbs for Turn-out	Lin. Ft.	380	$0.30	$114.00
2. General Excavation for Turn-outs, Unclassified	Cu. Yds.	300	1.00	300.00
3. Special Traffic Island Curbs	Cu.Yds.	18	50.00	900.00
4. Concrete Curbs for Turn-outs	Cu. Yds.	10	45.00	450.00
5. Wood Stairs	M-FBM	5	110.00	550.00
6. Wood Traffic Separators	Lin.Ft.	6,700	0.54	3,618.00
7. 3"-0" Gravel in Place	Cu.Yds.	160	3.00	480.00
8. 1 1/4"-0" Crushed Gravel in Place	Cu. Yds.	46	3.50	161.00
9. ~~3/4"-0~~ 1/2"-0" Crushed Gravel in Place	Cu.Yds.	~~25~~ 26	3.50	~~87.50~~ 91.00
10. Class "B" Asphaltic Concrete for Turn-outs	Tons	88	8.00	704.00
				$7,368.00

Total - - - - - -

Very truly yours,

F. T. Young
Acting Division Engineer

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Salem, Oregon
November 10, 1942

Mr. Frank T. Young
Acting Division Engineer
Box 4454, Sellwood Station
Portland, Oregon

Dear Sir:

We are sending, under separate cover, copies of plans, specifications and quantity estimates for the additional traffic facilities required on the Swan Island Access Road Project.

Until we have PRA approval from the Washington Office, we will not know definitely that the work can be undertaken. We suggest, however, that in the meantime you might discuss the work with the contractor and find out what prices he will want for its performance.

Very truly yours,

R. H. BALDOCK
Chief Engineer

By

S. H. Probert
Office Engineer

SHP:ER

cc to H. C. Smith

November 3, 1942

Mr. W. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland, Oregon

Dear Sir:

In line with previous discussion, we are today sending to you plans, specifications, estimate of quantities and estimate of cost for additional traffic facilities proposed to be installed in connection with the Swan Island Shipyard Access Road Project, Project DA-WL-3.

The proposed work is expected to cost about $7,000.00, which is more than can be absorbed by the funds set-up for contingencies. It is necessary, therefore, that an increase be authorized in the amount of federal access road funds allotted to the project.

We are in hopes that we will be able to work out an arrangement with the contractor who holds the contract for the main portion of the project, whereby he will perform the work at satisfactory stipulated prices. Some of the items of work are comparable with items in the original contract, but the conditions under which the additional work must be performed are such that we cannot expect the contractor to accept it at the same prices. This accounts for the fact that the prices used in our estimate of cost are higher than the prices in the original contract.

May we have your approval of the plans and authority to incur the required additional expense?

Very truly yours,

R. H. Baldock
Chief Engineer

SHP:ER

PRELIMINARY ESTIMATE OF COST

[illegible] ISLANDS, BUS TURNOUTS, WOOD STAIRS AND WOOD TRAFFIC SEPARATORS

SWAN ISLAND ACCESS ROAD PROJECT

PORTLAND, MULTNOMAH COUNTY, OREGON

November 9, 1942

Federal Access Road
Project No. DA-MI 3

Item No.	Item	Quantity	Unit	Unit Price	Amount
1.	Removal of Curbs for Turnouts	380	lin. ft.	$ 0.20	$ 76.00
2.	General Excavation for Turnouts, Unclassified	300	cu. yds.	0.75	225.00
3.	Special Traffic Island Curbs	18	cu. yds.	45.00	810.00
4.	Concrete Curbs for Turnouts	10	cu. yds.	40.00	400.00
5.	Wood Stairs	5	M.F.B.M.	90.00	450.00
6.	Wood Traffic Separators	6,700	lin. ft.	0.45	3,015.00
7.	3" - 0" Gravel in Place	160	cu. yds.	2.50	400.00
8.	1½" - 0" Crushed Gravel in Place	46	cu. yds.	3.50	161.00
9.	3/4" - 0" Crushed Gravel in Place	26	cu. yds.	3.50	91.00
10.	Class "B" Asphaltic Concrete for Turnouts	88	tons	9.00	792.00
					$6,420.00
	Plus 10% for Engineering and Contingencies....				642.00
	Total Estimated Cost....				$7,062.00

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DA-NI 3

November 9, 1942

Mr. F. E. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland, Oregon

Dear Sir:

The construction of traffic islands, bus turnouts, wood stairs and wood traffic separators on the Swan Island Access Road, Project No. Oregon DA-NI-3, will require some additional critical materials.

The original contract for the improvement of the Swan Island Access Road is under Contract No. 2301, Porter Watt, Contractor, and has a preference rating of A-1-e made available by Preference Rating Order P-19-e, Serial No. 2106J-2. The additional work will probably be done by the contractor under price agreement or by state forces.

It desire that the amount of $3,000.00, authorized in Preference Rating Order P-19-e, Serial No. 2106J-2, be increased to cover the critical materials required for the additional work. The estimated list of critical materials required is as follows:

Lumber No. 1 Douglas fir	5 MFBM	at $35.00	$ 175.00
" " 2 " "	33 MFBM	" 30.00	1,000.00
Nails	400 lbs.	" 0.055	22.00
Pipe dowels 3/4" x 4"	180 each	" 0.05	10.80
Portland cement	40 bbls.	" 2.50	105.00
Asphaltic cement	6 tons	" 20.00	120.00
Bolts, nuts and washers	1,500 lbs.	" 0.12	180.00
Repair parts for equipment	1% of $6,420.00		65.00
		Total	$1,758.80

Necessity of critical materials:

The No. 1 Douglas fir is required for the construction of the sheetpiling. The No. 2 Douglas fir is required for the construction of wood traffic separators and form lumber for curbs and islands.

November 9, 1942

The nails and bolts are required in the construction of wooden traffic separators, wooden shelving and forms for concrete curb, traffic island and barricade.

The pipe dowels are substituted for steel dowels to conserve metal and are required in the construction of curbs, safety islands and barricade.

The Portland cement is required in the construction of concrete curbs, traffic island and barricade. The asphaltic cement is required in the construction of asphaltic concrete pavement.

The construction has been designed to use the least amount of critical materials.

The estimated cost of the additional work, without engineering, is $6,478.00, and the cost of critical material required is $1,799.00.

Will you please request the War Production Board to increase the allowance for critical materials on Preference Rating Order P-19-c, Serial No. 2106p-1.

Very truly yours,

R. H. Baldock
Chief Engineer

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LA-N13

October 27, 1942

Mr. Thomas Pumfrey
Chief Engineer, Railways
Portland Traction Company
4314 S. E. 17th Avenue
Portland, Oregon

Dear Sir:

Our Division Engineer, Mr. Frank Young, has forwarded to this office your letter of October 21 inquiring as to the action taken by the State Highway Commission on your request for reimbursement for expense incurred in connection with the widening of Greeley Avenue, Portland, to facilitate travel to the Swan Island Shipyards.

We regret that you have not been advised heretofore of the action taken by the Commission on this matter. It was discussed by the Commission at its meeting on June 3, 1942, at which time the Commission decided that the state is not obligated to assume this expense. In the first place, Greeley Avenue is not a state highway or a state highway route in view of which the Commission is precluded from spending state funds for the improvement of the same.

The project is classified as a federal access road project and is being financed entirely with federal access road moneys. The Public Roads Administration, which supervises the expenditure of such moneys, has refused to assume the obligation for this expense because of your franchise with the City of Portland which, the Highway Commission has been advised, contains a provision that requires your company to remove its poles at its own cost and expense when requested to do so by the city. It appears, therefore, that the company cannot expect to secure reimbursement from either the state or the federal government for the expense involved.

Regretting that you have not been notified heretofore of the Commission's action, I remain

Very truly yours,

HDG:AM

Secretary

FORM E-80 30M 12-41

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
October 24, 1942

Subject: Portland Traction Co.

To: Mr. H. G. Smith
Construction Engineer
State Highway Department
Salem, Oregon

Dear Sir:

Attached you will find a copy of a letter from Thos. Pumfrey, Chief Engineer of the Portland Traction Company, regarding re-payment to his Company for expenditure for moving trolley lines on Greeley Avenue.

This is being forwarded to you for reply.

Very truly yours,

F. T. Young
Acting Division Engineer

FTY:JH
2 copies
Encl.

RECEIVED
OCT 30 1942
OFFICE OF
CONSTRUCTION ENGINEER

PORTLAND TRACTION COMPANY

General Offices

COPY

October 21, 1942.

4314 S. E. 17th Ave.
Portland, Oregon

Mr. Frank Young,
Divn Engr. State Highway Dept.,
9200 McLaughlin Blvd., Portland, Ore.

Dear Sir:

Under date of May 8th and June 11th we addressed letters to Mr. C. W. Williams, who was then Division Engr. of the Highway Dept., having reference to our being reimbursed for the expense we have been put to in the widening of Greeley Ave. from Interstate Ave. to a point about 300 feet north of Going Street, and as no reply has been received to these letters, and as our work in connection with this widening has been completed, we would appreciate a letter from you stating whether or not we may bill the cost of our work, which is between 5 and 6 thousand dollars, to the Highway Department.

As stated in our letter of May 8th, this improvement is of no direct benefit to this company and was only necessary to take care of increased vehicle travel going to and from the Swan Island Ship Yard.

Yours truly,

Thomas Pumfrey (signed)

Chief Engineer, Railways.

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XXXXX Public Roads Administration

5010-20 Oregon

DA-NI 3
DAY LETTER

Portland, Oregon
July 18, 1942

NOTED
Asst. State Highway Engineer

E. E. Baldock
State Highway Engineer
Salem, Oregon

ON JULY 10 WE WIRED WASHINGTON INQUIRING AS TO POSSIBILITY SECURING A-1-A RATING FOR OREGON DA-NI-3 SWAN ISLAND SHIPYARD ACCESS ROADS. REPLY IS THAT WASHINGTON OFFICE OF BUREAU OF YARDS AND DOCKS WILL RECOMMEND TO WAR PRODUCTION BOARD THE ASSIGNMENT OF A-1-A RATING IF PRIOR RECOMMENDATIONS ARE OBTAINED FROM SCHEDULE OF FOLLOWING: A. O. MICHLIN, WHO IS RESIDENT PLANT ENGINEER REPRESENTING MARITIME COMMISSION AT THIS SHIPYARD, AND CAPTAIN ALDEN E. POOR, SUPERINTENDING CIVIL ENGINEER, AREA 7, PUBLIC WORKS OFFICE, THIRTEENTH NAVAL DISTRICT HEADQUARTERS, EXCHANGE BUILDING, SEATTLE. AS WAR PRODUCTION BOARD STATES THAT PREFERENCE RATING ORDER SHOULD NOT BE EXTENDED TO OBTAIN LUMBER WE SUGGEST EVERY EFFORT SHOULD BE MADE TO OBTAIN MATERIALS, ESPECIALLY LUMBER, BEFORE TAKING ACTION TOWARD SECURING A-1-A RATING

Lynch

Paid Gov't Rate

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JUL 20 1942
[illegible]MISSION

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JUN 29 1942
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OA-N1 3

June 27, 1942

Mr. Porter W. Yett
6500 N. E. Ainsworth St.
Portland, Oregon

Dear Sir:

We are sending you today by express a fully executed copy of contract No. 2581 which was awarded to you on June 9, 1942, by the State Highway Commission, covering grading and paving on the Swan Island Access Road Project in Multnomah County. This copy is for your records and files.

We are also sending an executed copy to the surety on your bond.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

RS

NOTED
D. G. DeSart

RECEIVED
JUN 26 1942
FOR FILING

DB-NL 3

Salem, Oregon
June 24, 1942

Swan Island Access Road

Mr. C. S. McCullough
Assistant Chief Engineer

I am handing you herewith four copies of an agreement between the State Highway Commission and the City of Portland, covering maintenance of the Swan Island Access Road. These were handed to me by Mr. Cutler to secure execution on the part of the State Highway Commission. They have been signed by the Commission and I am returning them to you for further handling.

I have retained one executed copy for the Commission's records and files, and have forwarded one fully executed copy to the City of Portland.

Secretary

AM:BS

June 24, 1942

The City of Portland
Mr. R. E. Riley, Mayor
Portland, Oregon

Gentlemen:

I am sending you herewith a fully executed copy of an agreement between the City of Portland and the State Highway Commission, covering maintenance of the Swan Island Access Road Project in the city of Portland.

This is for your records and files.

Very truly yours,

RECEIVED

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
June 13, 1942

DA-NI 3

Subject: Portland Traction Co.
Greeley Avenue

To: Mr. H. G. Smith
Construction Engineer
State Highway Department
Salem, Oregon

RECEIVED
JUN 13 1942

NOTED

Dear Sir:

I am forwarding to you herewith, a letter from Thomas Pumfrey, Chief Engineer, Portland Traction Co., having reference to moving of trolley wires on Greeley Avenue.

Since the awarding of the contract, I have been urging Mr. Pumfrey to make immediate arrangements for moving of the line. The Traction Co. were somewhat reluctant to proceed until the matter of re-payment had been definitely established. I informed Mr. Pumfrey that it was very questionable that any payment could be made, but that I was without authority to advise him definitely.

They have consented, as per the letter, to proceed immediately with the moving of their facilities, but they expect to further negotiate in respect to the matter of re-payment. Mr. Pumfrey's letter is for the purpose of making a letter record that the moving of their line does not indicate that they are doing the work without hope of re-payment.

Very truly yours,

W. C. Williams
Division Engineer

WCW:IH
2 copies
Encl.

REFERRED TO
Baldock

PORTLAND TRACTION COMPANY

GENERAL OFFICES

June 11, 1942.

4314 S.E. 17th Ave.
PORTLAND, OREGON

RECEIVED
JUN 13 1942
CHIEF ENGINEER
PORTLAND, OREGON

Mr. C. W. Williams,
Division Engr. State Highway Dept.,
Portland, Oregon.

Dear Sir:

We wrote you under date of May 8th, 1942, in reference to the proposed paving improvement of Greeley Avenue from Interstate Ave. to near Going Street, but up to date we have had no reply to our letter. We have now been informed that a contract for this improvement has been awarded to the Yett-United Contract Co. and that the work will start in the near future.

We understand that it will take some time for a decision to be made as to whether we will be reimbursed for our part of the cost of this project, and we will therefore proceed with our pole and line work as fast as possible, working in conjunction with the Portland General Electric Co. and the Northwestern Electric Co. on the pole work and moving our trolley coach wires as the contractor's work will permit. However, in view of the extraordinary purpose for which this improvement is to be made, we hope a decision will be reached shortly to repay this company for its expense in connection therewith, as suggested in our letter to you of May 8th.

Yours truly,

Thomas Dunlay

Chief Engineer, Railways.

DA-NI-3

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

June 13, 1942

POST OFFICE BUILDING
PORTLAND, OREGON

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Revised P.S. & E. documents for Oregon DA-NI-3, the access road to the Swan Island Shipbuilding Plant, have today been recommended for approval, subject to final review and approval by the Commissioner of Public Roads. This is your authority for advertising.

Prompt submission of the bid tabulation and agreement estimate will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

RECEIVED
JUN 16 1942

Oregon State Highway Department

Federal Access Road
Project No. DA-MI 3

SEAL ISLAND ACCESS ROAD PROJECT (PORTLAND)

IN MULTNOMAH COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, June 12, 1942

All Required		Lands, Rights of Way, Easements		$ 5,000.00
All Required		Preliminary Engineering		2,500.00

UNIT NO. 1

12" Portland Cement Concrete Pavement
(Sta. 10+65 to 30+00) (Contract No. 2581)

All Required		Clearing and Grubbing		$ 714.00
1,080	sq. yds.	Removal of Pavement	$ 1.60	1,728.00
650	lin. ft.	Removal of Curbs	.15	97.50
10	cu. yds.	Structural Excavation, Unclassified	10.00	100.00
1,700	cu. yds.	General Excavation, Unclassified	.40	680.00
0.22	mile	Finishing Roadbed and Slopes	1,000.00	220.00
100	lin. ft.	8" Sewer Pipe	1.50	150.00
2	only	Concrete Inlets	40.00	80.00
4	cu. yds.	Concrete Curbs	35.00	140.00
900	cu. yds.	3" - 0" Gravel in Base	2.25	2,025.00
180	cu. yds.	3/4" - 0" Crushed Gravel in Shoulders	3.00	540.00
100	cu. yds.	3/4" - 0" Material in Cushion Course	3.00	300.00
40	M-gals.	Sprinkling	2.00	80.00
3,400	sq. yds.	Portland Cement Concrete Pavement	2.75	9,350.00
250	lin. ft.	Expansion Joints in Pavement	.30	75.00
2,000	lin. ft.	Construction Joints	.03	60.00
350	only	Pipe Dowels	.25	87.50
		Subtotal		$ 16,377.00
		10% Engr. & Cont.		1,637.70
		Total		$ 18,014.70

Length of Roadway .204 mile
Length of Structure .011 mile
Total Length .215 mile
Cost per mile $83,784.30

Note: Paving to be constructed across structure

30' Portland Cement Concrete Pavement
(Stg. 30+00 to 83+95) (Contract No. 2581)

All Required		Clearing and Grubbing		$ 3,375.00
10	cu. yds.	Structural Excavation, Unclassified	$ 10.00	100.00
6,500	cu. yds.	General Excavation, Unclassified	.40	2,600.00
1.02	miles	Finishing Roadbed and Slopes	1,000.00	1,020.00
50	lin. ft.	8" Sewer Pipe	1.50	75.00
2	only	Adjustment of Manholes	30.00	60.00
8	only	Concrete Inlets	40.00	320.00
216	cu. yds.	Concrete Curbs	35.00	7,560.00
3,000	cu. yds.	3" - 0" Gravel in Base	2.25	6,750.00
50	cu. yds.	3/4" - 0" Crushed Gravel in Shoulders	3.00	150.00
500	cu. yds.	1" - 0" Material in Cushion Course	3.00	1,500.00
100	M-gals.	Sprinkling	2.00	200.00
17,600	sq. yds.	Portland Cement Concrete Pavement	2.75	48,400.00
1,450	lin. ft.	Expansion Joints in Pavement	.30	435.00
11,000	lin. ft.	Contraction Joints	.03	330.00
750	only	Pipe Dowels	.25	187.50
		Subtotal		$ 73,492.50
		10% Engr. & Cont.		7,326.25
		Total		$ 80,588.75
		Length	1.022 miles	
		Cost per mile	$78,853.96	

UNIT NO. 2

22' Asphaltic Concrete Pavement (Sta. 8+70 to 14+57.4) (Sta. 17+79.6 to 26+53) (Contract No. 2581)

All Required		Clearing and Grubbing		$ 1,087.00
30	cu. yds.	Structural Excavation, Unclassified	$ 10.00	300.00
31,900	cu. yds.	General Excavation, Unclassified	.40	12,760.00
239,400	yd. stas.	Short Overhaul	.02	4,788.00
7,000	C-yd. stas.	Long Overhaul	.40	2,800.00
0.29	mile	Finishing Roadbed and Slopes	1,000.00	290.00
110	lin. ft.	8" Sewer Pipe	1.50	165.00
3	only	Adjustment of Manholes	30.00	90.00
6	only	Concrete Inlets	40.00	240.00
120	cu. yds.	Concrete Curbs	35.00	4,200.00
10	sq. yds.	Concrete Walks	2.50	25.00
1,050	cu. yds.	3" - 0" Gravel in Base	2.25	2,362.50
280	cu. yds.	1" - 0" Crushed Gravel in Leveling Course	3.00	840.00
40	M-gals.	Sprinkling	2.00	80.00
950	tons	Class "B" Asphaltic Concrete	7.50	7,125.00

3.5	tons	Furn. and Placing Bmuls. Asphalt in Soil Cost	$ 45.00	$ 157.50
2.2	tons	Furn. and Placing Aggregate in Soil Cost	4.50	9.90
		Subtotal		$ 37,331.00
		10% Engr. & Cont.		3,731.10
		Total		$ 41,062.10
		Length	0.288 mile	
		Cost per mile	$142,507.29	

UNIT NO. 3

22' Asphaltic Concrete Pavement
(Sta. 2+66 to 10+62) (Contract No. 2581)

All Required		Clearing and Grubbing		$ 525.00
10	cu. yds.	Structural Excavation, Unclassified	$ 10.00	100.00
900	cu. yds.	General Excavation, Unclassified	.40	360.00
1,600	yd. sta.	Short Overhaul	.02	32.00
0.15	mile	Finishing Roadbed and Slopes	1,000.00	150.00
100	lin. ft.	12" Concrete Pipe	2.00	200.00
1	only	Concrete Inlets	40.00	40.00
1,300	cu. yds.	3" - 0" Gravel in Base	2.25	2,925.00
200	cu. yds.	1½" - 0" Crushed Gravel in Leveling Course	3.00	600.00
90	cu. yds.	3/4" - 0" Crushed Gravel in Shoulders	3.00	270.00
50	M-gals.	Sprinkling	2.00	100.00
580	tons ft.	Class "B" Asphaltic Concrete	7.50	4,350.00
2.0	tons	Furn. and Placing Bmuls. Asphalt in Soil Cost	45.00	90.00
10	tons	Furn. and Placing Aggregate in Soil Cost	4.50	45.00
		Subtotal		$ 9,745.00
		10% Engr. & Cont.		974.50
		Total		$ 10,719.50
		Length	0.150 mile	
		Cost per mile	$71,771.33	

UNIT NO. 4

40' Asphaltic Concrete Pavement
(Sta. 0+00 to 12+60.3) (Contract No. 2581)

All Required		Clearing and Grubbing		$ 840.00
30	cu. yds.	Structural Excavation, Unclassified	$ 10.00	300.00

2,600	cu. yds.	General Excavation, Unclassified	$ .40	$ 1,040.00
9,000	yd. sta.	Short Overhaul		
0.24	mile	Finishing Roadbed and Slopes	1,000.00	240.00
240	lin. ft.	8" Sewer Pipe	1.50	
4	only	Adjustment of Manholes		
4	only	Concrete Inlets	40.00	160.00
2,300	cu. yds.	3" - 0" Gravel in Base	2.25	
420	cu. yds.	1½" - 0" Crushed Gravel in Leveling Course	3.00	1,260.00
230	cu. yds.	3/4" - 0" Crushed Gravel in Shoulders	3.00	690.00
	M-gals.	Sprinkling	2.00	160.00
1,400	tons	Class "B" Asphaltic Concrete	7.50	10,500.00
5.0	tons	Furn. and Placing Asphalt in Seal Coat	45.00	
24	tons	Furn. and Placing Aggregate in Seal Coat	4.50	
		Subtotal		$ 21,378.00
		10% Engr. & Cont.		2,137.80
		Total		$ 23,515.80
		Length	0.240 mile	
		Cost per mile	$97,982.50	

66' Asphaltic Concrete Pavement
(Sta. 0+25 to 3+00) (Contract No. 2561)

All Required	ft.	Clearing and Grubbing	.10	$ 182.00
160	sq. yds.	Removal of Pavement	1.60	256.00
270	sq. yds.	Removal of Walks	.20	50.00
350	lin. ft.	Removal of Curbs	.15	52.50
2	only	Removal of Inlets	10.00	20.00
25	cu. yds.	Structural Excavation, Unclassified	10.00	250.00
1,300	cu. yds.	General Excavation, Unclassified	.40	520.00
.05	mile	Finishing Roadbed and Slopes	1,000.00	50.00
100	lin. ft.	8" Sewer Pipe	1.50	150.00
20	lin. ft.	Extra for Installing Pipe Under Pavement	1.00	
2	only	Concrete Inlets	40.00	
10	cu. yds.	Concrete Curbs	35.00	350.00
170	sq. yds.	Concrete Walks	2.50	425.00
50	lin. ft.	Expansion Joints in Walks	.10	5.00
450	cu. yds.	3" - 0" Gravel in Base	2.25	1,012.50
120	cu. yds.	1½" - 0" Crushed Gravel in Leveling Course	3.00	360.00
20	M-gals.	Sprinkling	2.00	40.00
450	tons	Class "B" Asphaltic Concrete	7.50	3,375.00
1.5	tons	Furn. and Placing Emuls. Asphalt in Seal Coat	45.00	67.50

6	tons	Furn. and Placing Aggregate in Seal Coat		$ 4.50	$ 36.00
			Subtotal		$ 7,302.50
			10% Engr. & Cont.		730.15
			Total		$ 8,031.65
		Length	0.052 mile		
		Cost per mile	$154,454.80		

50' Asphaltic Concrete Pavement (Sta. 3+00 to 5+35) (Contract No. 2581)

All Required		Clearing and Grubbing			$ 157.00
60	sq. yds.	Removal of Pavement		1.60	96.00
200	sq. yds.	Removal of Walks		.20	40.00
350	lin. ft.	Removal of Curbs		.15	52.50
1	only	Removal of Inlets		10.00	10.00
15	cu. yds.	Structural Excavation, Unclassified		10.00	150.00
1,100	cu. yds.	General Excavation, Unclassified		.40	440.00
.04	mile	Finishing Roadbed and Slopes		1,000.00	40.00
60	lin. ft.	8" Sewer Pipe		1.50	90.00
10	lin. ft.	Extra for Installing Pipe Under Pavement		1.00	10.00
1	only	Concrete Inlets		40.00	40.00
10	cu. yds.	Concrete Curbs		35.00	350.00
150	sq. yds.	Concrete Walks		2.50	375.00
90	lin. ft.	Expansion Joints in Walks		.10	9.00
300	cu. yds.	3" - 0" Gravel in Base		2.25	675.00
80	cu. yds.	1½" - 0" Crushed Gravel in Leveling Course		3.00	240.00
10	M-gals.	Sprinkling		2.00	20.00
270	tons	Class "B" Asphaltic Concrete		7.50	2,025.00
1.0	tons	Furn. and Placing Emuls. Asphalt in Seal Coat		45.00	45.00
5	tons	Furn. and Placing Aggregate in Seal Coat		4.50	22.50
			Subtotal		$ 4,883.00
			10% Engr. & Cont.		488.39
			Total		$ 5,371.39
		Length	0.045 mile		
		Cost per mile	$119,362.22		

UNIT NO. 2 (OVERCROSSING STRUCTURE)

Roadway Contract (Sta. 14+97.4 to 17+79.6) (Contract No. 2581)

50	tons	Class "B" Asphaltic Concrete		$ 7.50	$ 375.00

1.0	tons	Furn. and Placing Emuls. Asphalt in Seal Coat	$ 45.00	$ 45.00
5	tons	Furn. and Placing Aggregates in Seal Coat	4.50	22.50
				$ 442.50

Structure Contract (Sta. 14+37.4 to 17+73.6)

4,100	lin. ft.	Furnish Untreated Piles	$ .40	$ 1,640.00
64	only	Drive Untreated Piles	35.00	2,240.00
1	only	88' Timber Truss Span	5,395.00	5,395.00
1	only	51½' Timber Truss Span	3,600.00	3,600.00
145	lin. ft.	Untreated Trestle Superstructure	35.00	5,075.00
15	M-FBM	Untreated Lumber in Substructure	90.00	1,350.00
				$ 19,300.00

Work Performed by Union Pacific Railroad Company

All Required	Move and Reestablish Signal Lines		$ 700.00
		Subtotal	$ 20,442.50
		10% Engr. & Cont.	2,044.23
		Total	$ 22,486.73
	Length	.053 mile	

Federal Access Road Funds Requested:

Lands, Rights of Way, Easements	$ 5,000.00
Preliminary Engineering	2,500.00
Roadwork, Unit No. 1	
19' P. C. Concrete Pavement	18,014.70
30' P. C. Concrete Pavement	80,588.75
Roadwork, Unit No. 2	
22' Asphalt Pavement	41,042.10
Roadwork, Unit No. 3	
22' Asphalt Pavement	10,765.70
Roadwork, Unit No. 4	
40' Asphalt Pavement	23,515.80
66' Asphalt Pavement	8,031.65
50' Asphalt Pavement	5,371.30
Overcrossing, Unit No. 2	
Overcrossing Structure	22,486.73
	$217,316.73

Oregon State Highway Department — Federal Access Road
Project No. DA-WI 3

SAUVIE ISLAND ACCESS ROADS PROJECT (PORTLAND)

IN MULTNOMAH COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, May 29, 1942

All Required		Lands, Rights of Way, Easements		$ 4,000.00
All Required		Preliminary Engineering		2,500.00

UNIT NO. 1

19' Portland Cement Concrete Pavement (Sta. 18+65 to 30+00)

All Required		Clearing and Grubbing		$ 220.00
1,080	sq. yds.	Removal of Pavement	$ 1.00	1,080.00
650	lin. ft.	Removal of Curbs	.25	162.50
10	cu. yds.	Structural Excavation, Unclassified	2.00	20.00
1,700	cu. yds.	General Excavation, Unclassified	.50	850.00
0.22	mile	Finishing Roadbed and Slopes	400.00	88.00
100	lin. ft.	8" Sewer Pipe	1.00	100.00
2	only	Concrete Inlets	30.00	60.00
4	cu. yds.	Concrete Curbs	30.00	120.00
900	cu. yds.	3" - 0" Gravel in Base	1.50	1,350.00
180	cu. yds.	3/4" - 0" Crushed Gravel in Shoulders	2.50	450.00
100	cu. yds.	1" - 0" Material in Cushion Course	2.50	250.00
40	M-gals.	Sprinkling	2.00	80.00
3,400	sq. yds.	Portland Cement Concrete Pavement	2.50	8,500.00
250	lin. ft.	Expansion Joints in Pavement	.30	75.00
2,000	lin. ft.	Contraction Joints	.05	100.00
150	only	Pipe Dowels	.30	45.00
				$ 13,550.50

Work To Be Performed By Portland Traction Company

All Required		Move and Reestablish Trolley Lines (20%)	1,000.00
		Subtotal	$ 14,550.50
		10% Engr. & Cont.	1,455.05
All Required		Total	$ 16,005.55

		Length of Roadway	.204 mile	
		Length of Structure	.011 mile	
		Total Length	.215 mile	
		Cost per Mile, Roadway	$74,444.41	

Notes: Paving to be constructed across structure

30' Portland Cement Concrete Pavement
(Sta. 30+00 to 53+98)

All Required		Clearing and Grubbing		$ 1,020.00
1,620	cu. yds.	Structural Excavation, Unclassified	$ 2.00	20.00
6,500	cu. yds.	General Excavation, Unclassified	.50	3,250.00
1.02	miles	Finishing Roadbed and Slopes	400.00	408.00
50	lin. ft.	8" Sewer Pipe	1.00	50.00
2	only	Adjustment of Manholes	35.00	70.00
8	only	Concrete Inlets	30.00	240.00
216	cu. yds.	Concrete Curbs	30.00	6,480.00
3,000	cu. yds.	3" - 0" Gravel in Base	1.50	4,500.00
50	cu. yds.	3/4" - 0" Crushed Gravel in Shoulders	2.50	125.00
500	cu. yds.	1/2" - 0" Material in Cushion Course	2.50	1,250.00
100	M-gals.	Sprinkling	2.00	200.00
17,600	sq. yds.	Portland Cement Concrete Pavement	2.50	44,000.00
1,450	lin. ft.	Expansion Joints in Pavement	.30	435.00
11,000	lin. ft.	Contraction Joints	.05	550.00
750	only	Pipe Dowels	.30	225.00
				$ 62,823.00

Work To Be Performed by Portland Traction Company

All Required		Move and Reestablish Trolley Lines		4,000.00
		Subtotal		$ 66,823.00
		10% Engr. & Cont.		6,682.30
		Total		$ 73,505.30
		Length	1.022 miles	
		Cost per mile	$ 71,922.99	

UNIT NO. 2

22' Asphaltic Concrete Pavement (Sta. 8+50 to 14+97.4)
(Sta. 17+79.6 to 26+53)

All Required	Clearing and Grubbing		$ 290.00

30	cu. yds.	Structural Excavation, Unclassified	$ 2.00	$ 60.00
31,900	cu. yds.	General Excavation, Unclassified	.50	15,950.00
239,400	yd. stas.	Short Overhaul	.02	4,788.00
7,000	C-yd. stas.	Long Overhaul	10% Engr. & Cont.	3,500.00
0.29	mile	Finishing Roadbed and Slopes	400.00	116.00
110	lin. ft.	8" Sewer Pipe	1.00	110.00
3	only	Adjustment of Manholes	35.00	105.00
6	only	Concrete Inlets	30.00	180.00
120	cu. yds.	Concrete Curbs	30.00	3,600.00
10	sq. yds.	Concrete Walks	2.00	20.00
1,050	cu. yds.	3" - 0" Gravel in Base	1.50	1,575.00
280	cu. yds.	1½" - 0" Crushed Gravel in Leveling Course	2.50	700.00
40	M-gals.	Sprinkling	2.00	80.00
950	tons	Class "B" Asphaltic Concrete	7.00	6,650.00
3.5	tons	Furn. and Placing Emuls. Asphalt in Seal Coat	40.00	140.00
2,100	tons	Furn. and Placing Aggregate in Seal Coat	4.00	72.00
		Subtotal		$ 37,996.00
		10% Engr. & Cont.		3,799.60
		Total		$ 41,795.60

Length 0.288 mile
Cost per mile $ 144,894.44

UNIT NO. 3

22' Asphaltic Concrete Pavement (Sta. 8+66 to 10+66)

All Required		Clearing and Grubbing		$ 150.00
10	cu. yds.	Structural Excavation, Unclassified	$ 2.00	20.00
900	cu. yds.	General Excavation, Unclassified	.50	450.00
1,600	yd. stas.	Short Overhaul	.02	32.00
0.15	mile	Finishing Roadbed and Slopes	400.00	60.00
100	lin. ft.	12" Concrete Pipe	1.50	150.00
1	only	Concrete Inlets	30.00	30.00
1,300	cu. yds.	3" - 0" Gravel in Base	1.50	1,950.00
200	cu. yds.	1½" - 0" Crushed Gravel in Leveling Course	2.50	500.00
90	cu. yds.	3/4" - 0" Crushed Gravel in Shoulders	2.50	225.00
50	M-gals.	Sprinkling	2.00	100.00
580	tons	Class "B" Asphaltic Concrete	7.00	4,060.00
2.80	tons	Furn. and Placing Emuls. Asphalt in Seal Coat	40.00	80.00

1,320	tons	Furn. and Placing Aggregates in Seal Coat	$ 4.00	$ [illegible]
.33	mile	[illegible]	[illegible]	[illegible]
160	lin. ft.	[illegible]	Subtotal	$ 7,[illegible]
40	lin. ft.	[illegible]	10% Engr. & Cont.	[illegible]
		[illegible]	Total	$ 8,[illegible]
2	only	Concrete Inlets		
15	cu. yds.	Concrete Curbs		
177	sq. yds.	[illegible]		
50	lin. ft.	[illegible]		
410	cu. yds.	3" - 0" Gravel in Base		
170	cu. yds.	[illegible]		

Length 0.150 mile
Cost per mile $ 57,544.66

[illegible] Asphaltic Concrete Pavement (Sta. 0+00 to 12+68.3)

470	tons	[illegible]	7.00	[illegible]
All Required		**Clearing and Grubbing**		$ 240.00
30	cu. yds.	Structural Excavation, Unclassified		
3	tons	[illegible]	$ 2.00	60.00
2,600	cu. yds.	General Excavation, Unclassified	.90	1,300.00
9,000	yd. stas.	Short Overhaul	.02	180.00
0.24	mile	Finishing Roadbed and Shapes	400.00	[illegible]
240	lin. ft.	8" Sewer Pipe	[illegible]	[illegible]
4	only	Adjustment of Manholes	35.00	140.00
4	only	Concrete Inlets	30.00	[illegible]
2,300	cu. yds.	3" - 0" Gravel in Base	1.50	3,450.00
420	cu. yds.	[illegible]	[illegible]	
		ing Course	2.50	1,050.00
230	cu. yds.	3/4" - 0" Crushed Gravel in Shoulders	2.50	575.00
90	M-gals.	Sprinkling	2.00	180.00
[illegible]	tons	Class "B" Asphaltic Concrete	7.00	[illegible]
[illegible]	tons	Furn. and Placing Emuls. Asphalt	1.00	[illegible]
[illegible]	cu. yds.	[illegible]	40.00	[illegible]
[illegible]	tons	Furn. and Placing Aggregate in Seal Coat	[illegible]	[illegible]
1	only	[illegible]	[illegible]	[illegible]
14	cu. yds.	Structural Excavation, Unclassified	[illegible]	
			Subtotal	$ 17,[illegible]
1,100	cu. yds.	General Excavation, Unclassified	10% Engr. & Cont.	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	lin. ft.	[illegible]	Total	$ 19,[illegible]
[illegible]	lin. ft.	[illegible]		

Length 0.240 mile
Cost per mile $ 81,24[illegible].75

66' Asphaltic Concrete Pavement (Sta. 0+25 to 3+00)

[illegible]	lin. ft.	[illegible]	[illegible]	[illegible]
All Required		**Clearing and Grubbing**	[illegible]	$ [illegible]
160	sq. yds.	Removal of Pavement	1.00	160.00
230	sq. yds.	Removal of Walks	[illegible]	[illegible]
390	lin. ft.	Removal of Curbs	[illegible]	[illegible]
[illegible]	only	Removal of Inlets	10.00	[illegible]
25	cu. yds.	Structural Excavation, Unclassified	2.00	50.00

1,300	cu. yds.	General Excavation, Unclassified		$ 650.00
.05	mile	Finishing Roadbed and Slopes	400.00	20.00
100	lin. ft.	8" Sewer Pipe	1.00	100.00
50	lin. ft.	Extra for Installing Pipe Under Pavement	2.00	4.00
2	only	Concrete Inlets	30.00	60.00
10	cu. yds.	Concrete Curbs	30.00	300.00
170	sq. yds.	Concrete Walks	2.00	340.00
50	lin. ft.	Expansion Joints in Walks	.15	7.50
450	cu. yds.	3" - 0" Gravel in Base	1.50	675.00
120	cu. yds.	1½" - 0" Crushed Gravel in Leveling Course	2.50	300.00
20	M-gals.	Sprinkling	2.00	40.00
450	tons	Class "B" Asphaltic Concrete	7.00	3,150.00
2.5	tons	Fuzzy and Flushing Emuls. Asphalt in Seal Coat	40.00	60.00
8	tons	Fuzzy and Flushing Aggregates in Seal Coat	4.00	32.00
			Subtotal	$ 6,237.00
			10% Engr. & Cont.	645.00
			Total	$ 6,882.00

Length .052 mile
Cost per mile $ 132,349.61

30' Asphaltic Concrete Pavement (Sta. 3+00 to 5+36)

All Required		Clearing and Grubbing		$ 3,000.00
60	sq. yds.	Removal of Pavement	$ 1.00	60.00
200	sq. yds.	Removal of Walks	.50	100.00
350	lin. ft.	Removal of Curbs in Sub-grade	.25	87.50
1	only	Removal of Inlets	10.00	10.00
15	cu. yds.	Structural Excavation, Unclassified	2.00	$ 16,500.00
1,100	cu. yds.	General Excavation, Unclassified	.50	550.00
.04	mile	Finishing Roadbed and Slopes	400.00	16.00
60	lin. ft.	8" Sewer Pipe	1.00	60.00
10	lin. ft.	Extra for Installing Pipe Under Pavement	2.00	20.00
1	only	Concrete Inlets	30.00	$ 17,300.00
10	cu. yds.	Concrete Curbs	30.00	300.00
150	sq. yds.	Concrete Walks	2.00	300.00
50	lin. ft.	Expansion Joints in Walks	.15	$ 14,750.00
300	cu. yds.	3" - 0" Gravel in Base	1.50	450.00
80	cu. yds.	1½" - 0" Crushed Gravel in Leveling Course	2.50	200.00
10	M-gals.	Sprinkling	2.00	20.00
270	tons	Class "B" Asphaltic Concrete	7.00	1,890.00

1.0	tons	Furn. and Placing Emuls. Asphalt in Seal Coat	$ 40.00	$ 40.00
5	tons	Furn. and Placing Aggregates in Seal Coat	4.00	20.00
		Subtotal		$ 4,231.00
		10% Engr. & Cont.		423.10
		Total		$ 4,654.10
		Length .045 mile		
		Cost per mile	$ 103,424.44	

Roadway Contract (Sta. 14+97.4 to 17+79.6)

50	tons	Class "B" Asphaltic Concrete	$ 7.00	350.00
1.0	ton	Furn. and Placing Emuls. Asphalt in Seal Coat	40.00	40.00
5	tons	Furn. and Placing Aggregates in Seal Coat	4.00	20.00
				$ 410.00

Structure Contract (Sta. 14+97.4 to 17+79.6)

4,100	lin. ft.	Furnish Untreated Piles	$ .35	$ 1,435.00
64	only	Drive Untreated Piles	30.00	1,920.00
1	only	88' Timber Truss Span	4,500.00	4,500.00
1	only	51½' Timber Truss Span	3,000.00	3,000.00
145	lin. ft.	Untreated Trestle Superstructure	30.00	4,350.00
15	M-FBM	Untreated Lumber in Substructure	80.00	1,200.00
				$ 16,405.00

Work Performed by Union Pacific Railroad Company

All Required	Move and Reestablish Signal Lines		700.00
		Subtotal	$ 17,515.00
		10% Engr. & Cont.	1,751.50
		Total	$ 19,266.50

Length .053 mile

Federal Access Road Funds Requested:

Lands, Rights of Way, Easements	$ 4,000.00
Preliminary Engineering	2,500.00
Roadwork, Unit No. 1	
19' P. C. Concrete Pavement	16,003.95
30' P. C. Concrete Pavement	73,505.30
Roadwork, Unit No. 2	
22' Asphalt Pavement	41,729.60
Roadwork, Unit No. 3	
22' Asphalt Pavement	8,631.70
Roadwork, Unit No. 4	
40' Asphalt Pavement	19,499.70
36' Asphalt Pavement	6,882.70
30' Asphalt Pavement	4,654.10
Overcrossing, Unit No. 2	
Overcrossing Structure	19,266.52
	$196,673.15

While negotiations for rights of way are in progress, [illegible] have not been acquired nor has the right to occupy [illegible] been secured, but it is now believed that all necessary right of way will be fully available within five days.

[illegible]
[illegible]

F. H. Probert
Office Engineer

[illegible]

~~SEAL ISLAND ACCESS ROAD~~

~~FEDERAL ACCESS ROAD PROJECT NO. DA-MI 3~~

While negotiations for rights of way are in progress, two parcels have not been acquired nor has the right to occupy and use these parcels been secured, but it is now believed that all necessary right of way will be fully available within five days.

S. H. BALDOCK
Chief Engineer

By

S. H. Probert
Office Engineer

May 29, 1942

PR 46

Roadway (Swan Island Access Roads)

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

Sheet 1 of 2 Sheets

Estimate of Materials Required for Roadway
(To Accompany P.S. & E.)

Starting Date (Est.) June 15, 1942 State Oregon

Completion Date (Est.) Oct. 13, 1942 Project No. DA-OR 3

Estimated Total Cost Roadway $ 170,908.65 Length: Miles 2.012

Code	Material Item	Unit	Quantity	Code	Material Item	Unit	Quantity
1	Cement	Bbl.	7,500	6	Metal culvert pipe	Lb.	
2	Aggregates	Cy.	19,000	7	Reinforcing steel	Lb.	7,000
3	Bituminous mat.	Gal.	48,000	8	Structural steel	Lb.	
4	Lumber	M.	30	10	Explosives	Lb.	
5	Timber piling	Lft.					

PR 46

Bridge (Going Street Overcrossing)

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

Sheet 2 of 2 Sheets

Estimate of Materials Required for Roadway
(To Accompany P.S. & E.)

Starting Date (Est.) June 15, 1942 State Oregon

Completion Date (Est.) Sept. 15, 1942 Project No. [illegible] 3

Estimated Total Cost Bridge $ 19,266.50 Length: Miles .053

Code	Material Item	Unit	Quantity	Code	Material Item	Unit	Quantity
1	Cement	Bbl.		6	Metal culvert pipe	Lb.	
2	Aggregates	Cy.	45	7	Reinforcing steel	Lb.	
3	Bituminous mat.	Gal.	7,000	8	Structural steel	Lb.	
4	Lumber	M.	130	10	Explosives	Lb.	
5	Timber piling	Lft.	4,100				

RECEIVED
JUN 11 1942
FOR FILING

LA-NI 2

June 10, 1942

Mr. Porter W. Iett
6500 N. E. Ainsworth Street
Portland, Oregon

Dear Sir:

We are sending you today by express four copies of contract No. 2581 which was awarded to you by the State Highway Commission on June 9, 1942, covering 1.9 miles grading and 2.0 miles paving on the Swan Island Shipyard Access Road Project on four access roads, in Multnomah County.

Kindly execute all four copies of this contract as to agreement and bond, and return them to this office for approval by the State Highway Commission. When this has been done a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the paragraph under Section 6, page 13, of the printed general provisions, relating to the Workmen's Compensation Act. You are expected to accept the terms of this act and to carry on your work under this contract in strict conformance thereto.

Your attention is also called to the paragraph on the same page, relating to payment by the contractor of amounts due hospital associations, et cetera.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

RS

NOTED
D. G. DeSart

DA-NI-3

RECEIVED
JUN 1 1942
FOR FILING

STANDARD TIME INDICATED

RECEIVED AT
373 STATE STREET
PHONE 6060
SALEM - OREGON

TELEPHONE YOUR TELEGRAMS TO POSTAL TELEGRAPH

Postal Telegraph

(13)

THIS IS A FULL RATE TELEGRAM, CABLEGRAM OR RADIOGRAM UNLESS OTHERWISE INDICATED BY SYMBOL IN THE PREAMBLE OR IN THE ADDRESS OF THE MESSAGE. SYMBOLS DESIGNATING SERVICE SELECTED ARE OUTLINED IN THE COMPANY'S TARIFFS ON HAND AT EACH OFFICE AND ON FILE WITH REGULATORY AUTHORITIES.

Form 16

R27 26/23 GOVT DL=NX PORTLAND ORE 9 400P

1942 JUN 9 PM 4 19

R H BALDOCK:

=STATE HIGHWAY ENGINEER SALEM ORE=

:REURTEL TODAY WE CONCUR AS OF TODAY IN AWARD OF CONTRACT TO LOW BIDDER PORTER YETT FOR SWAN ISLAND SHIPYARD ACCESS ROAD DA-NI-3=

:CAUFIELD.

RECEIVED
JUN 1 1942
FOR FILING

REURTEL YETT DA-NI-3.

Charge to the account of _____ $ _____

CLASS OF SERVICE DESIRED			
DOMESTIC		CABLE	
TELEGRAM		ORDINARY	
DAY LETTER	X	URGENT RATE	
SERIAL		DEFERRED	
OVERNIGHT TELEGRAM		NIGHT LETTER	
SPECIAL SERVICE		SHIP RADIOGRAM	

Patrons should check class of service desired; otherwise the message will be transmitted as a telegram or ordinary cablegram.

WESTERN UNION

1217-B

R. B. WHITE, PRESIDENT
NEWCOMB CARLTON, CHAIRMAN OF THE BOARD
J. C. WILLEVER, FIRST VICE-PRESIDENT

CHECK
ACCOUNTING INFORMATION
TIME FILED

Send the following telegram, subject to the terms on back hereof, which are hereby agreed to

SALEM, OREGON
JUNE 9, 1942

RECEIVED
JUN 15 1942
FOR FILING

W. H. LYNCH
DISTRICT ENGINEER
PUBLIC ROADS ADMINISTRATION
POST OFFICE BUILDING
PORTLAND, OREGON

CONCURRENCE IS REQUESTED IN AWARD TODAY OF CONTRACT FOR SWAN ISLAND ACCESS ROAD PROJECT TO PORTER W. YETT. ALL RIGHTS OF WAY ARE ACQUIRED.

R. H. BALDOCK

THERE IS A SPECIAL LOW-RATE WESTERN UNION SERVICE FOR EVERY SOCIAL NEED

CLASSES OF SERVICE

DOMESTIC SERVICES

TELEGRAMS
A full rate expedited service.

DAY LETTERS
A deferred service at lower than the standard telegram rates.

SERIALS
Messages sent in sections during the same day.

OVERNIGHT TELEGRAMS
Accepted up to 2 A.M. for delivery not earlier than the following morning at rates substantially lower than the standard telegram or day letter rates.

SHIP RADIOGRAMS
A service to ships at sea, in all parts of the world. Plain language or code language may be used.

CABLE SERVICES

ORDINARIES
The standard service, at full rates. Code messages, consisting of 5-letter groups only, at a lower rate.

DEFERREDS
Plain-language messages, subject to being deferred in favor of full-rate messages.

NIGHT LETTERS
Overnight plain-language messages.

URGENTS
Messages taking precedence over all other messages except government messages.

THE WESTERN UNION TELEGRAPH COMPANY
INCORPORATED
R. B. WHITE, PRESIDENT

2-40

7. It is agreed that in any action by the Company to recover the tolls for any message or messages the prompt and correct transmission and delivery thereof shall be presumed, subject to rebuttal by competent evidence.

8. Special terms governing the transmission of messages in each of such respective classes in addition to all the foregoing terms.

9. No employee of the Company is authorized to vary the foregoing.

6. No responsibility attaches to this Company concerning messages until the same are accepted at one of its transmitting offices; and if a message is sent to such office by one of the Company's messengers, he acts for that purpose as the agent of the sender.

5. The Company will not be liable for damages or statutory penalties in any case where the claim is not presented in writing to the Company within sixty days after the message is filed with the Company for transmission; provided, however, that this condition shall not apply to claims for damages or overcharges within the purview of Section 415 of the Communications Act of 1934.

4. Repeating messages and incoming cable messages will be delivered free within one-half mile of the Company's office in towns of 5,000 population or less, and within one mile of each office in other cities or towns. Beyond these limits the Company does not undertake to make delivery, but will, without liability, at the sender's request, as his agent and at the sender's expense, endeavor to contract for him for such delivery at a reasonable price.

3. The Company's messengers, he acts for that purpose as the agent of the sender.

2. Outgoing messages and incoming cable messages will be delivered free within one-half mile of the Company's office in towns of 5,000 population or less, and within one mile of each office in other cities or towns. Beyond these limits the Company does not undertake to make delivery, but will, without liability, at the sender's request, as his agent and at the sender's expense, endeavor to contract for him for such delivery at a reasonable price.

1. In any event the Company shall not be liable for damages for mistakes or delays in the transmission or delivery, or for the non-delivery, of any message, whether caused by the negligence of its servants or otherwise, beyond the actual loss, not exceeding in any event the sum of five thousand dollars, at which amount the sender of each message represents that the message is valued, unless a greater value is stated in writing by the sender thereof at the time the message is tendered for transmission, and unless the repeated-message rate is paid or agreed to be paid, and an additional charge equal to one-tenth of one per cent of the amount by which such valuation shall exceed five thousand dollars.

STANDARD TIME INDICATED

RECEIVED AT
175 STATE STREET
PHONE 5060
SALEM - OREGON

TELEPHONE YOUR TELEGRAMS TO POSTAL TELEGRAPH

Form 16

Postal Telegraph (101)

Marconi Radio — All Diversified Cables — Canadian Pacific Telegraphs

TELEGRAMS CABLEGRAMS RADIOGRAMS

THIS IS A FULL RATE TELEGRAM, CABLEGRAM OR RADIOGRAM UNLESS OTHERWISE INDICATED BY SYMBOL IN THE PREAMBLE OR IN THE ADDRESS OF THE MESSAGE. SYMBOLS DESIGNATING SERVICE SELECTED ARE OUTLINED IN THE COMPANY'S TARIFFS ON HAND AT EACH OFFICE AND ON FILE WITH REGULATORY AUTHORITIES.

R34 29/27 GOVT DL=NX PORTLAND ORE 8 9434 JUN 8 AM 10 04

R H BALDOCK=

:STATE HIGHWAY ENGINEER SALEM ORE=

:ADDITIONAL ACCESS FUNDS FOR OREGON DA-NI-3 WILL BE PROVIDED. WE ARE READY TO CONCUR IN AWARD CONTRACT FOR HIGHWAY TO LOW BIDDER WHEN RIGHT OF WAY SECURED=

:LYNCH.

RECEIVED
FOR FILING

DA-NI-3.

RECEIVED
SEP 23 1942
FOR FILING

CA-NJ-3

#2581

AGENDA
JUN 25 1942
#2

June 9, 1942

Mr. Porter W. Lee
6500 N. E. Ainsworth
Portland, Oregon

Dear Sir:

Confirming my telegram to you of this date, the State Highway Commission has today awarded to you the contract for the Swan Island Shipyard Access Road Project, on four access roads, in Multnomah County, consisting of 1.9 miles grading and 2.0 miles paving. This award was based on your low bid of $170,742.50, submitted on June 4, 1942.

Contract forms will be sent you for execution within the next few days.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

MS

cc - S. H. Probert
C. S. Pennock

Six concerned

7

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

June 1, 1942

POST OFFICE BUILDING
PORTLAND, OREGON

CLASS OF SERVICE DESIRED			
DOMESTIC		CABLE	
TELEGRAM		ORDINARY	
DAY LETTER		URGENT RATE	
SERIAL		DEFERRED	
OVERNIGHT TELEGRAM		NIGHT LETTER	
SPECIAL SERVICE		SHIP RADIOGRAM	

Patrons should check class of service desired; otherwise the message will be transmitted as a telegram or ordinary cablegram.

COPY OF WESTERN UNION TELEGRAM

SALEM OREGON JUNE 9 1942

PORTER M. VEPT
6500 N E AIRPORT
PORTLAND OREGON

STATE HIGHWAY COMMISSION AWARDED YOU TODAY CONTRACT FOR GRADING AND PAVING SWAN ISLAND SHIPYARD ACCESS ROAD PROJECT ON FOUR ACCESS ROADS, MULTNOMAH COUNTY, BASED ON YOUR BID SUBMITTED JUNE 4, 1942.

CONTRACT FORMS FOLLOW SHORTLY.

R B CLAISTER, SECRETARY
STATE HIGHWAY COMMISSION

File

RECEIVED
JUN 3 - 1942

RECEIVED
JUN 3 1942
FOR FILING

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

DA-NI 3

June 1, 1942

POST OFFICE BUILDING
PORTLAND, OREGON

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

NOTED

Dear Sir:

P.S. & E. documents for Oregon Access Roads to the Swan Island Plant of the Kaiser Shipbuilding Company, Oregon DA-NI-3, have today been recommended for approval, subject to final review and approval by the Commissioner of Public Roads. This is your authority for advertising.

Approval is subject to structural detail check of bridge plans.

Concurrence in award will not be made until the question of completely financing the project is settled.

Very truly yours,

W. H. LYNCH
District Engineer

RECEIVED
JUN 2 - 1942
STATE HIGHWAY COMMISSION

RECEIVED
MAY 29 1942
FOR FILING

DA-NI-3

May 28, 1942

Public Roads Administration
Box 3900
Portland, Oregon

Gentlemen:

Subject: Swan Island Access Road
Federal Aid Project No. DA-NI-3

We are enclosing six copies of our Application for Preference Rating to be used in securing materials necessary in the construction of the above-named project.

This application has been prepared in accordance with the instructions contained in the General Administrative Memorandum No. 145 and subsequent amendments thereto. We trust you will find it in order.

Very truly yours,

R. H. Baldock
Chief Engineer

SAC RB
Enclosures
cc C. A. Gardner

DA-NI 3

May 26, 1942

NOTED
State Highway Engineer

Portland Traction Company
2838 E. Burnside
Portland, Oregon

Gentlemen: Attention: Mr. Pumphrey

The Federal Bureau of Roads, in cooperation with the State Highway Department and the City of Portland, are contemplating the widening of Greeley Street from Interstate Avenue to Going Street. Complete plans for this work will be available by June 1.

This widening will necessitate changes in your overhead trolley system. In view of the urgent need for speed in connection with this widening project, we request that you give this your immediate attention and make proper arrangements at the earliest possible date to do this work.

Yours very truly,

Wm. A. Bowes

Commissioner of Public Works

By

City Engineer

LGA;frh

DA-NI-3

RECEIVED
MAY 21 1942
FOR FILING

Charge to the account of $

CLASS OF SERVICE DESIRED			
DOMESTIC		CABLE	
TELEGRAM		ORDINARY	
DAY LETTER		URGENT RATE	
SERIAL		DEFERRED	
OVERNIGHT TELEGRAM		NIGHT LETTER	
SPECIAL SERVICE		SHIP RADIOGRAM	

Patrons should check class of service desired; otherwise the message will be transmitted as a telegram or ordinary cablegram.

WESTERN UNION

1217-B

CHECK

ACCOUNTING INFORMATION

TIME FILED

R. B. WHITE, PRESIDENT
NEWCOMB CARLTON, CHAIRMAN OF THE BOARD
J. C. WILLEVER, FIRST VICE-PRESIDENT

Send the following telegram, subject to the terms on back hereof, which are hereby agreed to

SALEM, OREGON
MAY 20, 1942

RECEIVED
MAY 21 1942
FOR FILING

MR. W. H. LYNCH
DISTRICT ENGINEER
PUBLIC ROADS ADMINISTRATION
POST OFFICE BUILDING
PORTLAND, OREGON

SURVEYS FOR SWAN ISLAND ACCESS ROAD PROJECT ARE NINETY PER CENT COMPLETE. PREPARATION OF CONTRACTING PLANS WILL COMMENCE ABOUT MAY 25. P. S. & E. WILL BE SUBMITTED ABOUT JUNE 2. EXPECT TO RECEIVE BIDS ON JUNE 18.

R. H. BALDOCK

STANDARD TIME INDICATED
RECEIVED AT
373 STATE STREET
PHONE 6060
SALEM - OREGON
TELEPHONE YOUR TELEGRAMS TO POSTAL TELEGRAPH

Postal Telegraph

(48)

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Form 16

R20 35/32 GOVT DL=NX PORTLAND ORE 19 1100A

R H BALDOCK, STATE HIGHWAY ENGINEER=

SALEM ORE=

1942 MAY 19 AM 11 50

:WIRE PERCENT COMPLETE, PRESENT STATUS, PROBABLE DATE OF SUBMISSION OF PS&E AND PROBABLE DATE OF CONTRACT LETTING OREGON DA-NI-3 SWAN ISLAND. WILLIAMS OFFICE ADVISES PLANS WILL BE IN SALEM ABOUT MAY 25:

=LYNCH.

PS&E DA-NI-3 25.

CLASSES OF SERVICE

DOMESTIC SERVICES

TELEGRAMS
A full-rate expedited service.

DAY LETTERS
A deferred service at lower rates than standard telegram rates.

SERIALS
Messages sent in sections during the same day.

ORDINARIES
The standard service, at full rates. Code messages, consisting of 5-letter groups only, at a lower rate.

DEFERREDS

CABLE SERVICES

THE WESTERN UNION TELEGRAPH COMPANY
INCORPORATED
R. B. WHITE, PRESIDENT

RECEIVED
FOR FILING

DA-NI-3

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

May 18, 1942

RECEIVED
MAY 19 1942

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to Oregon DA-NI-3, the Swan Island Access Roads. The project statement for this project was formally certified by the Navy Department and approved by the Commissioner on April 18, 1942, but not released at that time for lack of funds.

Arrangements for financing this project can be made, and I am now prepared to authorize advertisement for construction upon the receipt of satisfactory P.S.& E. and advice that rights of way have been acquired or right of entry secured where rights of way not acquired.

Very truly yours,

W. H. LYNCH
District Engineer

DA-NI-3

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

May 6, 1942

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to our letter of April 10 authorizing survey of the Swan Island plant access roads, Oregon DA-NI-3. We have now been advised that the surveys should be done with access funds instead of Federal Aid Secondary (section 18) funds.

Very truly yours,

W. H. LYNCH
District Engineer

RECEIVED
MAY 7 - 1942
STATE HIGHWAY COMMISSION

DA-NI-3

RECEIVED
MAY 2 - 1942
FOR FILING

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

March 25, 1942

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to your letter of March 23 regarding the Swan Island access road plans.

The standards used in your revised estimate substituting asphaltic concrete for concrete are considerably higher than the standards adopted for asphaltic concrete in your original estimate, which you agreed to revise after discussions with a representative of this office.

The necessity for almost continuous curbs is likewise not apparent. The construction of permanent concrete pavement with curbs would probably be useful and desirable in normal times, especially if the shipyards were to present a permanent problem of transportation. Such construction is not essential on the basis of providing reasonably adequate temporary service.

If and when the project is approved for survey and plans, this office will not approve a design which is inconsistent with the policy of providing reasonable service only for a limited time. You will be expected, in accordance with your agreement, to reduce the base and pavement thickness to a minimum and to eliminate most of the curbs included in your original estimate.

Very truly yours,

W. H. LYNCH
District Engineer

Copy sent to H. H. Smith

RECEIVED
MAR 30 1942
FOR FILING
Terminal
Projects
Access Roads

March 27, 1942

Mr. W. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland, Oregon

Dear Sir:

In accordance with the request of Mr. Sargent of your office for an estimate of a revision in the proposed Swan Island Access Road, by reason of a proposed change in shipyard plans, Mr. Williams and Mr. Keeley re-examined the site today and are confident that the plan as originally submitted will handle the traffic to and from the shipyard satisfactorily.

It is true that some traffic delay may be occasioned by bottlenecks some distance from the shipyards, but there does not appear to be any feasible means of remedying these conditions except by means of traffic-officer control. In other words, it does not appear advisable to add an additional lane on Greeley Avenue south of Going Street because the extra traffic that it would carry would still be bottlenecked after reaching Interstate Avenue.

The plan is predicated upon the supposition that few, if any, employes will use Greeley Street north of the undercrossing. Should this not be true, it may be necessary later to build a ramp in the northwest quadrant.

Very truly yours,

H. H. Baldock
Chief Engineer

HHB:MI

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JUN 15 1942
FOR FILING

LA-NI 3

March 23, 1942

Mr. W. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 7900
Portland, Oregon

Dear Sir:

For your use in preparing a project statement for the Swan Island Access Road Project, we are sending herewith our estimate of the cost of the project. Also, we are sending, under separate cover, two maps showing the nature of the proposed improvement and its position with reference to city streets and arterial routes in the vicinity.

Very truly yours,

R. H. Baldock
Chief Engineer

Encls.

SWAN ISLAND ACCESS ROAD

Sec. (1)

Going Street from O.W.R. & N. Viaduct to East limits of Airport

Length - 690 feet
Widen Existing 40' Concrete Pavement to 62'

1.	Embankment	6,000 Cu. Yds.	at	$ 0.30	$1,800.00
2.	4" Asphaltic Concrete Pavement on 15" gravel base	1,700 Sq. Yds.	at	2.00	3,400.00
3.	Curb Removal	700 Lin. Ft.	at	0.30	210.00
4.	New Curbs	700 Lin. Ft.	at	0.90	630.00
5.	Move Guard Fence	670 Lin. Ft.	at	1.00	670.00
6.	Reconstruct Catch Basin	2 Each	at	50.00	100.00
					$6,810.00
		Plus 10% Engineering & Contingencies			690.00
					$7,500.00

Sec. (2)

Southwest Wye from Going Street to Greeley Avenue (Includes timber Viaduct)

Total Length - 965 feet
Construct 22' Paved Width Roadway

1.	Embankment	25,000 Cu. Yds.	at	$0.30	$7,500.00
2.	4" Asphaltic Concrete Pavement on 15" Gravel Base	1,700 Sq. Yds.	at	2.00	3,400.00
3.	Curbs	1,400 Lin. Ft.	at	0.90	1,260.00
4.	Culvert Pipe	100 Lin. Ft.	at	2.00	200.00
5.	Timber Viaduct	265 Lin. Ft.	at	70.00	18,550.00
					$30,910.00
		Plus 10% Engineering & Contingencies			3,090.00
				TOTAL	$34,000.00

Sec. (3)

Northeast Wye Greeley Ave. to Going St.

Length 600 feet
Construct 33' Paved Roadway

1.	Excavation	4,000 Cu. Yds.	at	$0.30	$1,200.00
2.	4" Asphaltic Concrete Pavement on 15" Gravel Base	2,500 Sq. Yds.	at	2.00	5,000.00
3.	Concrete Curbs	1,200 Lin. Ft.	at	0.90	1,080.00
					$7,280.00
	Plus 10% Engineering & Contingencies				720.00
					$8,000.00

Sec. (4)

Going Street from Southeast Greeley Ave.
Wye to East line of Maxwell St.

Length 1270 feet
Reshape Grade and Construct 40' Width Paved Roadway

1.	Excavation	3,000 Cu. Yds.	at	$0.30	$ 900.00
2.	4" Asphaltic Concrete Pavement on 15" Gravel Base	5,700 Sq. Yds.	at	2.00	11,400.00
3.	Concrete Curbs	2,540 Lin. Ft.	at	0.90	2,286.00
4.	Catch Basins	4 Each	at	50.00	200.00
5.	Culvert Pipe	100 Lin. Ft.	at	2.00	200.00
					$14,986.00
	Plus 10% Engineering & Contingencies				1,514.00
					$16,500.00

Sec. (5)

Greeley Ave. from Intersection Southwest Wye to point 500' North of Northwest Wye

Length 1300 feet
Widen Existing 27' Pavement to 46' Width

1. Excavation	1,200 Cu. Yds.	at	$0.30	$ 360.00
2. Crushed Gravel Base	400 Cu. Yds.	at	2.30	920.00
3. Portland Cement Concrete Pavement	3,000 Sq. Yds.	at	2.30	6,900.00
4. Concrete Curbs	2,600 Lin. Ft.	at	0.90	2,340.00
5. Traffic Separator	1,300 Lin. Ft.	at	0.60	780.00
6. Catch Basins	2 Each	at	50.00	100.00
7. Culvert Pipe	100 Lin. Ft.	at	2.00	200.00
				$11,600.00
	Plus 10% Engineering & Contingencies			1,200.00
				$12,800.00

Sec. (6)

Greeley Avenue from Interstate Ave.
to Southwest Wye to Going Street

Length 5350 feet
Widen existing 27' Pavement to 57'

1. Excavation	4,000 Cu. Yds.	at	$0.30	$ 1,200.00
2. Crushed Gravel Base	3,000 Cu. Yds.	at	2.30	6,900.00
3. Portland Cement Concrete Pavement	18,000 Sq. Yds.	at	2.30	41,400.00
4. Concrete Curbs	10,700 Lin. Ft.	at	0.90	9,630.00
5. Traffic Separator	5,350 Lin. Ft.	at	0.60	3,210.00
6. Catch Basins	10 Only	at	50.00	500.00
7. Culvert Pipe	400 Lin. Ft.	at	2.00	800.00
				$63,640.00
	Plus 10% Engineering & Contingencies			6,360.00
				$70,000.00

SWAN ISLAND ACCESS ROADS

Summarization of Sections

Section (1)

Going Street from O.W.R. & N. Viaduct to East Limits of Airport- - - - - - - - $7,500.00

Section (2)

Southwest Wye from Going Street to Greeley Avenue (Includes Timber Viaduct)- - $34,000.00

Section (3)

Northeast Wye, Greeley Avenue to Going Street- - - - - - - - - - - - - - - - - - $ 8,000.00

Section (4)

Going Street from Southeast Greeley Avenue Wye to East Line Haswell Street - - $16,500.00

Section (5)

Greeley Avenue from Intersection of Southwest Wye to point 500 ft. North of Northwest Wye - $12,800.00

Section (6)

Greeley Avenue from Interstate Avenue to Southwest Wye Intersection- - - - - - $70,000.00

TOTAL - - - - - - $148,800.00

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MAR 24 1942
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Conf
Project
Access Roads

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
March 18, 1942

Subject: Swan Island Shipyards Access Road

To: Mr. H. G. Smith
Construction Engineer
State Highway Department
Salem, Oregon

Dear Sir:

I hand you herewith sketch map indicating 6 sections to be improved as a part of access roads to the Swan Island Shipyards. Accompanying the sketch maps are estimates showing the cost of each section, as well as a summarization of the total.

The estimates of cost do not include the purchase of any right of way. Maps acquired from the City indicate there is sufficient right of way within the limits of the designated streets for the proposed improvements, with the exception of Section 2. This was formerly an old road, and, as yet, we have no data on the status of the right of way.

Neither does the estimate include the cost of moving trolley wires and poles which extend throughout the entire length of Greeley Avenue to be improved. I presume the moving of these facilities will be an obligation of the Traction Company, inasmuch as they occupy City Street area.

Very truly yours,

W. C. Williams
Division Engineer

WCW:I
2 copies
Encl.

NOTED
State Highway Engineer

SN-FAP 161-D-4 Judkins Point Sec., Pacific Hwy. 1942

#2582 [redacted]

RECEIVED
MAR 26 1945
FOR FILING

161-A-4

Salem, Oregon
March 24, 1945

Mr. E. C. Smith
Construction Engineer
Office

Dear Sir:

Please note the attached copy of a letter from Mallett Bros., advising that they have washed and removed their batching plant and cement shed from Highway property at Jubilee Point.

You will also note their comments concerning final payment on this property. Before such payment is made, please have an inspection of the site to see that it has been properly cleaned up.

Very truly yours,

G. R. McCullough
Assistant State Highway Engineer

JRH:EE
CC - L. L. Probert

L. McNUTT
RES. PHONE 818

J. IRA (JACK) McNUTT
RES. PHONE 821

McNUTT BROS.

GENERAL CONTRACTORS
TELEPHONE 608
EUGENE, OREGON

March 23, 1945

Oregon State Highway Commission

Salem, Oregon

Gentlemen:

This letter is to advise you that the batching plant and cement shed which has been located on your property at Judkins Point have been wrecked. The timber is still on the property but will be moved as soon as we get a few dry days.

If the Commission feels so inclined we shall be glad to receive our final estimate check.

Respectfully yours,

McNutt Brothers

J. Ira McNutt

JIM/TS

cc: K.D. Lytle, Division Engineer, Roseburg, Ore.

RECEIVED
MAR 2 1945
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JAN 1945
FOR FILING

161-D-4

January 31, 1945

Mr. Earl McButt
5814 E. Broadway
Eugene, Oregon

Dear Mr. McButt:

At the completion of your job at Judkins Point, I believe you made a request to this Department that we lease you certain ground for the occupancy of your batching plant. At that time this request was denied because we did not feel that we could permit the occupancy of our right of way for this purpose and still keep faith with the property owners in that vicinity.

You are still occupying our right of way with this plant and we can not release your final estimate on the Judkins Point job until it is removed.

We understand that you are seeking to determine whether there is sufficient commercial business to warrant the purchase of a new site for this plant at Eugene, and that this is the reason you have not moved your plant before now. We have no desire to be unreasonable in this matter, but it would appear that you have had sufficient time to make this determination, and for this reason and because of the general undesirability of further maintenance of this plant within our right of way limits, we wish to urge that you take steps toward its removal at the earliest possible date.

Anything which you can do to cooperate with us in this matter will be sincerely appreciated.

Very cordially yours,

C. S. McCullough
Assistant State Highway Engineer

CSM:ej
cc: Mr. E. G. Smith
Mr. S. H. Probert

FORM E-30 25M 8-44

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 29th, 1945

SUBJECT: Judkins Point Section

To: Mr. C. B. McCullough
Asst. State Highway Engineer
O f f i c e

Dear Sir:

The right of way for the Judkins Point job is encumbered by Mr. McNutt's batching plant, which he is using to a moderate extend for commercial purposes, I think with a view to determining whether there is sufficient commercial business for him to purchase a site and establish himself elsewhere.

At the completion of the job, McNutt made the request that we lease him the site, but Mr. Baldock denied this because he did not feel it was in keeping with our representation to the other property owners in that vicinity or to the City of Eugene to have a batching plant in such a conspicuous location.

The holding of the final estimate is not effective in securing the removal of the plant, so I would recommend that the estimate be paid and other steps taken to secure the removal of the plant after he has had further time to find another site.

Very truly yours,

H. G. Smith
Construction Engineer

HGS:AR

RECEIVED
FOR FILING
161-D-4

Salem, Oregon
January 29, 1945

Mr. H. O. Smith

Mr. McHutt's job at Judkins Point is ready to final, except for the fact that he has certain equipment stored on our property which has not been removed.

It might be a good idea to see if we can't get this detail straightened up so that his final estimate can be paid. In this connection, if the equipment is not stored at such a point as to be unsightly or a traffic hazard, we might consider leasing him the property for storage purposes.

I would like to get your reaction to this.

C. R. McCullough
Assistant State Highway Engineer

CRM:ej

RECEIVED
NOV 28 1944
FOR FILING

November 27, 1944

161-D-4

Eugene Insurance Agency,
General Casualty Company of America,
Miner Building,
Eugene, Oregon.

Gentlemen:

You are hereby notified that state highway contract No. 2582 for work on the Judkins Point Section of the Pacific Highway in Lane County, has been completed by the contractor, McNutt Brothers, and that final payment in the amount of $11,261.32 will be made as soon as it has been accepted by the Commission.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

For your information we wish to advise that the total contract amount is $382,276.20, of which amount $2,620.96 represents the amount of force account items. The warrant covering final payment cannot be released until the contract has been accepted by the Commission, and as the contractor has failed to clean up the premises since completion of the work, the contract has not as yet been accepted.

This notice is served upon you since you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

jee

RECEIVED
AUG 1944
FOR
161-D-4

August 29, 1944

Mallett Brothers
Contractors
351½ E. Broadway
Eugene, Oregon

Gentlemen:

In regard to your request, transmitted through Mr. K. D. Lytle, that we permit your concrete batching plant to remain on state land opposite Station 167 on the Judkin's Point Section until after the completion of the other sections in that vicinity, I made an examination of this site on my inspection trip the other day, and I believe it highly desirable that our property be cleaned up and left presentable immediately.

It may be several years before the other jobs come on, and I do not feel that it is in keeping with our policy that your plant remain on state property during that time. I must, therefore, ask you to remove the plant and clean up the grounds in accordance with your contract.

Very truly yours,

R. H. Baldock
State Highway Engineer

RHB:HI
cc Mr. H. G. Smith
Mr. K. D. Lytle

RECEIVED
AUG 29 1944
FOR FILING

161-D-4

Salem, Oregon
August 26, 1944

Judkins Point Section

Mr. J. M. Devers
Chief Counsel
Office

Dear Sir:

Please refer to your communication of August 3 with reference to the damage to the handrail on the Sylvan Street ramp located at Judkins Point.

In accordance with your suggestion the matter was referred to the field, and we are attaching hereto a copy of Mr. K. D. Lytle's report of August 11. You will please note that the major portion of this ramp was completed last fall and opened to traffic. The handrail which suffered the damage was completed February 26, 1944.

At the time of the accident the contractor had not completed the entire contract, but traffic had been using the main roadway and ramp for some time, and the Department had painted traffic lines and installed the usual signs.

I am also attaching a copy of sections 6-26 (Opening of Sections to Traffic) and 6-25 (Contractor's Responsibility for Work). You will please note that there appears to be a conflict in the wording of these sections. However, I think No. 6-26 would govern in this instance.

We are returning your file, and if you desire additional information, please advise.

Very truly yours,

C. B. McCullough
Assistant State Highway Engineer

JMHP
Enc.

FORM S-99 25M 12-43

RECEIVED
AUG 14 1944
FOR FILE

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
Aug. 11, 1944

RECEIVED
AUG 14 1944

161-D-4

SUBJECT: Judkins Point Section

To:

NOTED
Asst. State Highway Engineer
NOTED

H. G. Smith
Construction Engineer

Dear Sir:

In connection with Mr. Low's letter of August 5th, I am sending a sketch of the location of the timber hand rail destroyed by a motorist.

The curb, paving, sidewalk, except oiling, at the Sylvan Street ramp was completed last fall and opened to traffic. The hand rail was completed Feb. 26, 1944.

At the time of the accident, the contractor had not completed his contract but traffic was using the main roadway and ramp. We had painted traffic lines and installed signs so I would consider the traffic was not being controlled by the contractor but by our Department.

Very truly yours,

K. D. LYTLE
Division Engineer

enc

McCullough

Data sent to Devers - 8-28-44

RECEIVED
AUG 5 1944
FOR . . . . .

161-D-4

Salem, Oregon
August 4,1944

Cross Referenced To
Adm
Insurance
Proj Damage State Owned

Mr. H. G. Smith
Construction Engineer
D e p a r t m e n t

Dear Sir:

Reference is made to Hallett Bros. contract No. 2582 for the construction of the Judkin's Point Section. A portion of this contract included a ramp on Slavens Street.

Will you please advise me when the contractor turned this ramp over to the state for the use of traffic and did the contractor have any control of traffic using the ramp? If he had such control, how long since it has been relinquished?

The above information is needed in connection with damage which was caused to members of the timber handrail on this ramp.

Very truly yours,

C. B. McCullough
Assistant State Highway Engineer

McMP

8/4/44

Jimmy -

I wish you would get me the following information in reference to this matter (damage to Sylvan Street ramp at Eugene):

1. When did the contractor turn over this ramp to the State for traffic use?

2. Does the contractor have any control over traffic operating over this ramp at the present time; and if not, how long has the control of traffic been taken away from him?

3. What do our specifications say about partial acceptances; that is to say, the acceptance of essential responsibility for any sections thrown open to traffic?

C.B.McC.

Cont. #25X2-S, 1 c S, with Bros. Including Point Set.

Page 1F-6-25.

Page 12 -

FORM E-20 25M 5-43

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 3, 1944

SUBJECT:

To: Mr. C. B. McCullough,

Office.

Dear Sir:

I am returning herewith the report made by Mr. Umphlette, the carbon copy of Mr. Collier's letter to you and your letter to me, all of which have to do with damage to the Sylvan Street Ramp on the Judkin's Point Section of the Pacific Highway in Eugene.

It appears from the attached records that the damage is on a portion of a highway which is under construction and is therefore yet under the control of the contractor. It is my opinion that the contractor has a claim against the one who caused the damage, and since we have not taken the job over I do not believe it is incumbent upon the Highway Commission to attempt to recover for the damage done.

I note that an extra work order has been given to the contractor authorizing the repair. I think it would have been better if that had not been given for the contractor will now perhaps try to make the repair under the assumption that the State will pay him and that condition may raise a legal question as to whether or not the State is the real party in interest as against the one who did the damage. I believe the contractor should have been left to make the repair so that he could say when his contract was completed: "Here is a completed job."

Yours very truly,

J. M. Devers

J. M. DEVERS

JMD:PW
Enc.

Adm
Engineering
Prop. Damage Staff Counsel

Salem, Oregon
August 8,1944

Mr. J. M. Devers
Chief Counsel
Office

Dear Sir:

We are attaching hereto copy of a report submitted by E. E. Wuhlotte, Resident Engineer, and also copy of a letter from E. A. Collier, with reference to damage to the Sylvan Street Ramp which is located on the Jaskin's Point section of the Pacific Highway at Eugene.

The damage consists of broken members of the timber hand-rail and was caused by a vehicle owned by John P. Davidson of Eugene, damage having occurred on June 6.

You will please note that this structure was still under contract at the time of this damage.

Very truly yours,

C. H. McCullough
Assistant State Highway Engineer

JM:MP
Attach.

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AUG 24 1944
FOR FILING

161-E-4

August 24, 1944

General Casualty Company of America
Eugene Insurance Agency
Miner Building
Eugene, Oregon

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to McNutt Brothers, on contract No. 2682, covering grading and paving on the Judkins Point Section of the Pacific Highway, in Lane County. This payment, in the amount of $17,544.33, will be made on or after September 14, 1944. The retained percentage is $11,474.69.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues, or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

Kindly acknowledge receipt of this letter.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By
Secretary

VH

Noted
V. H.

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FOR FILING

161-D-4

August 14th, 1944

Mr. H. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland 8, Oregon

Dear Sir:

Will you kindly concur in an extension of time to Bellah Brothers, contractors on the Jubilee Point Section, Contract No. [illegible], FH-[illegible] 161-D (3) Ore and FH-[illegible] 161-D (4). This contract was [illegible]ted on June 25th, 1942, with a specified completion date of May 31st, 1943; thereon, the actual date of completion was July 31st, 1944.

The delay was due to inability to secure men and other resources connected with the war effort, in addition to the construction of the overflow channel at the Jubilee Point Overhead Crossing.

I recommend that the extension be granted without engineering penalty.

Very truly yours,

R. H. Baldock
State Highway Engineer

R

cc to: H. G. Smith

Form E-1—5M—6-43

161-D.4

OREGON STATE HIGHWAY COMMISSION
FIELD ENGINEER'S WEEKLY REPORT
FOR CONSTRUCTION PROJECTS ONLY

For Week Ending Aug. 5, 1944

Section Judkins Point — Kind of work Grading and Paving

Highway Pacific — Section prefix 20-1041

Contractor McNutt Bros. — Contract number 2582

Date of contract June 25, 1942 — Date of completion May 31, 1943

Date work started July 2, 1942 — ~~Estimated~~ date of completion July 31, 1944

Amount of contract . . . . . $ 361,708.50 — Per cent of time elapsed 766/340 225 %

Estimated cost of completed project, exclusive of engineering . . . . . $ 392,250

Per cent of contract completed, based on total contract price . . . . . 100 %

Engineering cost to date, $ 22,519.00, ... % — Date project was completed July 31, 1944

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Progress by Contractor

Contractor had one man burning rubbish, Monday.

Project completed July 31, 1944.

RECEIVED
Aug 7 - 1944

NOTED
E. M.

Signed E. E. Coppletate

Address Res. Engr. Eugene

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	1.08				1.08
Miles partially completed					
Miles completed	1.08				1.08
Total estimated quantities				62.7 ton RT-8 tar	36,508 s.y.
~~Estimated~~ quantities moved or placed to date	155 828 c.y.				
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

..... County, ...%; ..... County, ...%; ..... County, ...%; ..... County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ....., Power graders ....., Rollers ....., Mixers ....., Crushing or screening plants .....

Compressors ....., Bulldozers ....., Sheep-foot rollers ....., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

STATE PRINTING DEPT.

RECEIVED
SEP 18 1944
FOR FILING

161-17-4

September 18, 1944

McNutt Brothers
3519 E. Broadway
Eugene, Oregon

Gentlemen:

The State Highway Commission, at its meeting on September 12, 1944, granted you the extension of time requested, from May 31, 1943 to July 31, 1944, without penalty, in connection with contract No. 2582 for grading and paving on the Judkins Point Section of the Pacific Highway, in Lane County.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By
Secretary

VH

cc - K. D. Lytle
noted V. H.

161-D-4

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

September 7, 1944

RECEIVED
SEP 8 1944
OREGON
STATE HIGHWAY COMMISSION

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Final inspection of Oregon SN-FAP 161-D(4), Judkins Point Section of the Pacific Highway, was made by a representative of this office on August 16, 1944.

Prompt submission of the final voucher will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By T. M. Davis
T. M. Davis
Sr. Highway Engineer

Jlo

Stencil No. 124

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

161-D-4

POST OFFICE BUILDING
PORTLAND, OREGON

April 28, 1944

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Oregon SN-FAP 161-D(4)
Judkins Point Section
Pacific Highway

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the modified project agreement and certificate for the above-numbered project.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
L. J. Caufield
Sr. Highway Engineer

Encl.

RECEIVED
APR 29 1944
STATE HIGHWAY COMMISSION

[illegible] [illegible] 44pr-16343

Section D(4),
Oregon Federal Aid Project No. SN-PAP 161.

MODIFICATION OF PROJECT AGREEMENT

WHEREAS, by that certain project agreement signed on November 24, 1942 by the Oregon State Highway Commission, and on January 18, 1943 by the Federal Works Administrator, the said parties entered into an agreement for the improvement of that certain highway described therein and designated as Oregon Federal Aid Project No. SN-PAP 161, Section D(4); and

WHEREAS, the Highway Department has requested the Administrator to approve a revision of the plans, specifications, and estimate for said project to include the construction of an overflow channel at Station 190+30 required for protection from flood conditions of the overpass structure being constructed as Project SN-FAGM 161-D(3) (On), and by reason thereof has requested that the approved estimate of cost be increased from $142,268.49 to $168,143.49, and that the Federal funds approved and set aside to the credit of the project be increased from $115,210.00 to $136,200.00:

NOW, THEREFORE, it is hereby mutually agreed by and between the said Highway Department and the Administrator that the plans, specifications, and estimate be revised in the manner above indicated and that said project agreement be amended as follows:

The third "Whereas" paragraph shall read:

> "Whereas the Administrator has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimate, and the sum of

one hundred thirty-six thousand, two hundred and 00/100 dollars ($136,200.00) as the share of the United States payable under said act on account of Section D(4) of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof;"

Article IV shall read:

"Article IV. The United States pro rata share of the value of labor and materials which shall be actually put into the construction of Section D(4) of said project shall not in any event exceed the sum of one hundred thirty-six thousand, two hundred and 00/100 dollars ($136,200.00), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of one hundred sixty-eight thousand, one hundred forty-three and 49/100 dollars ($168,143.49), the approved total estimated cost of Section D(4) of said project."

Except as herein specifically modified the said project agreement shall remain in full force and effect.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

IN WITNESS WHEREOF the parties have hereunto affixed their signatures, the Highway Department on Febr. 14 1944, and the Administrator on APR - 5 1944.

OREGON STATE HIGHWAY COMMISSION

By L H Bancroft
Chairman, State Highway Commission

By
Member, State Highway Commission

By
Member, State Highway Commission

RECOMMENDED FOR APPROVAL:

STATE HIGHWAY ENGINEER

FEDERAL WORKS ADMINISTRATOR,

By
Acting Commissioner of Public Roads.

Section D(4),
Oregon Federal Aid Project No. SN-FAP 161.

Form PR. 8—Revised

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

THE SECRETARY OF THE TREASURY, AND

THE STATE HIGHWAY DEPARTMENT OF THE STATE OF Oregon

Pursuant to the acts above cited, I hereby certify—

FIRST. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Agency as Federal Aid Project No. SN-FAP 161-B(4), State of Oregon.

SECOND. That in accordance with said provisions I have approved the sum of $ 168,143.10 in lieu of the $115,240.00 approved by Certificate of January 18, 1943 as the total estimated cost of said project, and the sum of $ 136,200.00 as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this ..... day of .....

one thousand nine hundred and APR 1944

FEDERAL WORKS ADMINISTRATOR,

By W. C. Fearn
Acting Commissioner of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE 16—10189

161-D-4

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

RECEIVED
FEB 14 1944
PUBLIC ROADS

January 17, 1944

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith two copies of proposed modified project agreement for signature and return to this office for Oregon SN-FAP 161-D(4), Judkins Point Section of the Pacific Highway.

Enclosed also is an approved copy of the detail estimate upon which the agreement was based, ~~together with approved copy of specifications.~~

Very truly yours,

W. H. LYNCH
District Engineer

By L. Caufield
L. J. Caufield
Sr. Highway Engineer

Encls.

RECEIVED
JAN 18 1944
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JAN 3 1944
FOR FILING

161-D-4

December 22, 1943

Mr. W. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland (8), Oregon

Dear Sirs

We are enclosing herewith seven copies of estimate as basis for modified agreement for the Judkins Point Section, Project No. SS-PAP 161-D (4).

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

J. W. Nash
Asst. Office Engineer

JWN:EB

Encls.

Oregon State Highway Department

Federal Aid Project
No. SM-PAP 161-D (4)

TUCKLAND POINT SECTION OF THE

PACIFIC HIGHWAY IN LANE COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, October 26, 1943

WITHIN CITY OF EUGENE

62' Roadway (Sta. 161+87 to 170+26)

All Required		Clearing and Grubbing		$ 1,545.00
1,850	sq. yds.	Removal of Pavement	$ .50	925.00
300	cu. yds.	Structural Excavation, Common	1.50	450.00
20	cu. yds.	Trench Excavation, Common	1.50	30.00
10	cu. yds.	Trench Excavation, Solid Rock	5.00	50.00
2,380	cu. yds.	General Excavation, Common	.37	880.60
41,400	yd. stas.	Short Overhaul	.02	828.00
98	C-yd.stas.	Long Overhaul	.40	39.00
300	lin. ft.	Rounding Cutbanks	.15	45.00
.16	mile	Finishing Roadbed and Slopes	600.00	96.00
1,440	cu. yds.	Excavating and Placing Topsoil	1.00	1,440.00
220	lin. ft.	8" Sewer Pipe	.65	143.00
70	lin. ft.	12" Sewer Pipe	1.15	80.50
110	lin. ft.	15" Sewer Pipe	1.50	165.00
190	lin. ft.	12" Concrete Pipe	1.15	172.50
220	lin. ft.	24" Concrete Pipe	3.25	715.00
2	only	Adjustment of Manholes	100.00	200.00
6	only	Concrete Catch Basins	50.00	300.00
2	only	Concrete Inlets	50.00	100.00
1	only	Type "B" Manhole	100.00	100.00
100	lin. ft.	1½" Galvanized Water Pipe	.40	40.00
60	lin. ft.	Extra for Installing Pipe Under Pavement	1.50	90.00
190	cu. yds.	Concrete Curb and Gutter	30.00	5,700.00
30	sq. yds.	Concrete Driveways	3.00	90.00
500	sq. yds.	Concrete Walks	2.00	1,000.00
150	lin. ft.	Expansion Joints in Walks	.10	15.00
3	only	Road Sight Posts	3.00	9.00
150	lin. ft.	Road Guard Rail	1.50	225.00
All Required		Constructing Recesses for Curb Markers (80¢)		80.00
90	lin. ft.	3/4" Electrical Conduit	.30	27.00
1,800	cu. yds.	3" - 0" Material in Base	1.80	3,240.00
90	cu. yds.	3/4" - 0" Material in Leveling Course and Shoulders	3.00	270.00

220	cu. yds.	½" - 0" Material in Cushion Course	$ 3.00	$ 660.00
30	cu. yds.	Filler	.50	45.00
90	yd. mi.	Hauling Filler	.15	13.50
90	M-gals.	Sprinkling	2.00	180.00
7,280	sq. yds.	Portland Cement Concrete Pavement	2.90	20,[illegible]80.00
220	lin. ft.	Expansion Joints in Pavement	.30	66.00
3,000	lin. ft.	Contraction Joints	.10	300.00
100	only	Pipe Dowels	.30	30.00
10	tons	Class "B" Asphaltic Concrete	7.00	70.00
4	tons	Class "C" Asphaltic Concrete	9.00	36.00
15	hours	Roadside Grading With Bulldozer	10.00	150.00
1.50	acre	Seeding	40.00	20.00
1.0	ton	Commercial Fertilizer	70.00	70.00
		Subtotal		$ 41,[illegible]85.50
		10% Engr. & Cont.		4,178.56
		Total		$ 45,964.16
		Length	.159 mile	
		Cost per mile	$ 289,[illegible]82.76	

OUTSIDE CITY OF EUGENE

40' Roadway (Sta. 191+70 to 200+16.6)

All Required		Clearing and Grubbing		$ 1,354.00
100	cu. yds.	Structural Excavation, Common	$ 1.50	150.00
30	cu. yds.	Trench Excavation, Common	1.50	45.00
400	cu. yds.	General Excavation, Common	.37	148.00
220,000	yd. stas.	Short Overhaul	.02	4,400.00
500	C-yd. stas.	Long Overhaul	.40	200.00
0.16	mile	Finishing Roadbed and Slopes	600.00	96.00
900	sq. yds.	Hand-placed Rock Slopes	3.00	2,700.00
800	cu. yds.	Excavating and Placing Topsoil	1.00	800.00
60	lin. ft.	8" Sewer Pipe	.65	39.00
30	lin. ft.	12" Concrete Pipe	1.15	34.50
55	lin. ft.	18" Concrete Pipe	2.25	123.75
70	lin. ft.	24" Concrete Pipe	3.25	227.50
70	lin. ft.	Salvaging Culvert Pipe	1.00	70.00
1	only	Concrete Catch Basin	50.00	50.00
1	only	Concrete Inlet	50.00	50.00
120	cu. yds.	Concrete Curb and Gutter	30.00	3,600.00
20	sq. yds.	Concrete Driveways	3.00	60.00
90	lin. ft.	Wood Guard Rail	1.50	135.00
1,770	lin. ft.	Timber Handrail	1.60	2,832.00
2,300	cu. yds.	3" - 0" Material in Base	1.80	4,140.00
300	cu. yds.	1½" - 3/4" Material in Leveling Course	3.00	900.00
100	cu. yds.	3/4" - 0" Material in Leveling Course and Shoulders	3.00	300.00

60	cu. yds.	3/4" - 0" Material in Footpath Foundation Course	$ 3.00	$ 180.00
120	cu. yds.	¼" - 0" Material in Cushion Course	3.00	360.00
140	cu. yds.	Filler	.50	70.00
140	yd. mi.	Hauling Filler	.15	21.00
140	M-gals.	Sprinkling	2.00	280.00
4,650	sq. yds.	Portland Cement Concrete Pavement	2.90	13,485.00
110	lin. ft.	Expansion Joints in Pavement	.30	33.00
2,900	lin. ft.	Contraction Joints	.10	290.00
50	only	Pipe Dowels	.30	15.00
70	tons	Class "B" Asphaltic Concrete	7.00	490.00
1.40	acres	Seeding	40.00	56.00
1.9	tons	Commercial Fertilizer	70.00	133.00
180	cu. yds.	Furnishing and Placing Aggregates	5.00	900.00
20	tons	Furnishing and Placing RT-8 Tar	50.00	1,000.00

Price Agreement No. 4

30	cu. yds.	Structural Excavation, Unclassified	1.50	45.00
6,800	cu. yds.	General Excavation, Unclassified	.80	5,440.00
690	sq. yds.	Removal of Pavement for Overflow Channel	1.00	690.00
3,000	cu. yds.	Riprap	2.15	6,450.00
850	sq. yds.	Hand-placed Rock Slopes on Overflow Channel	5.00	1,250.00
4,300	sq. yds.	6" Portland Cement Concrete Pavement	2.80	12,040.00
			Subtotal	$ 63,842.73
			Engr. & Cont.	3,996.77
			Total	$ 69,839.50
		Length	0.160 mile	
		Cost per mile	$ 436,497.00	

60' Roadway (Sta. 200+16.6 to 214+00)

All Required		Clearing and Grubbing		$ 2,345.00
250	sq. yds.	Removal of Pavement	$ .50	125.00
180	cu. yds.	Structural Excavation, Common	1.50	270.00
220	cu. yds.	General Excavation, Common	.37	81.40
121,600	yd. stns.	Short Overhaul	.02	2,432.00
1,350	0-yd.stns.	Long Overhaul	.40	540.00
0.86	mile	Finishing Roadbed and Slopes	600.00	156.00
220	cu. yds.	Excavating and Placing Topsoil	1.00	220.00
200	lin. ft.	8" Sewer Pipe	.65	130.00
640	lin. ft.	15" Sewer Pipe	1.50	960.00
20	lin. ft.	12" Concrete Pipe	1.15	23.00
65	lin. ft.	18" Concrete Pipe	2.25	146.25

3	only	Concrete Catch Basins	$ 50.00	$ 150.00
1	only	Concrete Inlets	50.00	50.00
2	only	Type "B" Manholes	100.00	200.00
20	lin. ft.	Extra for Installing Pipe Under Pavement	1.50	30.00
130	cu. yds.	Concrete Curbs and Gutter	30.00	3,900.00
160	sq. yds.	Concrete Driveways	3.00	480.00
2	only	Wood Sight Posts	3.00	6.00
730	lin. ft.	Timber Handrail	1.60	1,168.00
2,150	cu. yds.	5" - 0" Material in Base	1.80	3,870.00
100	cu. yds.	3/4" - 0" Material in Leveling Course and Shoulders	3.00	300.00
110	cu. yds.	3/4" - 0" Material in Footpath Foundation Course	3.00	330.00
240	cu. yds.	3/4" - 0" Material in Cushion Course	3.00	720.00
120	cu. yds.	Filler	.50	60.00
120	yd. mi.	Hauling Filler	.15	18.00
120	M-gals.	Sprinkling	2.00	240.00
9,050	sq. yds.	Portland Cement Concrete Pavement	2.90	26,245.00
190	lin. ft.	Expansion Joints in Pavement	.30	57.00
3,700	lin. ft.	Contraction Joints	.10	370.00
90	only	Pipe Dowels	.30	27.00
110	tons	Class "B" Asphaltic Concrete	7.00	770.00
10	hours	Roadside Grading With Bulldozer	10.00	100.00
0.5	acre	Seeding	40.00	20.00
0.6	ton	Commercial Fertilizer	70.00	42.00
40	cu. yds.	Furnishing and Placing Aggregates	5.00	200.00
6	tons	Furnishing and Placing RT-8 Tar	50.00	300.00
		Subtotal		$ 47,561.65
		10% Engr. & Cont.		4,778.16
		Total		$ 52,339.81
		Length	0.262 mile	
		Cost per mile	$ 189,770.26	

SUMMARY OF FUNDS REQUESTED

Item	Total Cost	Federal Aid Funds	State Funds
62' Roadway	$ 45,964.16	$ 37,232.00	$ 8,732.16
48' Roadway	69,839.52	56,572.00	13,267.52
60' Roadway	52,339.81	42,396.00	9,943.81
	$ 168,143.49	$ 136,200.00	$ 31,943.49

State Funds for Construction: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939
State Funds for Maintenance: Chap. 529, Laws 1939

RECEIVED
OCT 15 1943
FOR FILING

161-D-1

October 13, 1943

General Casualty Company of America
4347 Brooklyn Avenue
Seattle 5, Washington

Attention: R. N. Wade, Authorized Representative

Gentlemen:

On September 30, 1943, we received from you notices of cancellation of two policies which were issued as a protection to the Southern Pacific Company and the Western Union Company in connection with a contract awarded by the State Highway Commission to McButt Brothers in connection with the construction of the Junkins Point Overcrossing Project on the Pacific Highway in Lane County, Oregon. According to the notices the policies were to be cancelled as of November 1, 1943.

Investigation reveals that the McButt Brothers have not as yet completed their project so the cancellation of their insurance would be entirely out of order. We now have a letter from the Eugene Insurance Agency, Eugene, Oregon, correcting the situation advising that the policies will remain in full force and effect until the job is completed and accepted by the State Highway Commission. That will satisfy the Commission. We certainly do not want these policies to be cancelled until that time.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

HBG:df

FORM E-20 3M 7-43

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
Oct. 11, 1943

SUBJECT: 20-1041

To:

H. G. Smith
Construction Engineer

Dear Sir:

Herewith letter from the Eugene Insurance Agency regarding McNutt Bros.' insurance on the Judkins Point Job.

Should the new policies referred to in Mr. Ransom's letter be sent to your office?

Very truly yours,

K. D. LYTLE
Division Engineer

encs

Filed on contract
1125

RECEIVED
OCT 13 1943

FORM E-30 25M 1-43

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

October 2nd, 1943

SUBJECT: Jetkins Point Overcrossing

To: Mr. E. D. Lytle
Division Engineer
State Highway Department
Roseburg, Oregon

Dear Sir:

We are in receipt of notice from the Manufacturers' and Contractors' Public Liability advising that Policy No. LMB-19090, Certificate #6024, and Policy No. LMB-19088, Certificate #6023, issued as protection to the Southern Pacific and Western Union companies on the Jetkins Point Overcrossing Project will be cancelled at 12:01 A.M. Standard Time November 1st, 1943.

From my inspection last week, it would not seem to me that there is any certainty that Roberts will be through with this project on November 1st, and we have had several instances where accidents have occurred practically at the end of the job. Inasmuch as the contractors will be riprapping the channel change and paving adjacent to the railroad tracks, the protection for the Southern Pacific and the Western Union must be kept in effect until the job is entirely completed.

Will you kindly take this matter up with the contractors to learn why these policies are apparently being cancelled before they are sure of the completion date and advise them that we cannot permit any work to be under way after the expiration of the policies protecting the Southern Pacific and Western Union.

Very truly yours,

H. G. Smith
Construction Engineer

HGS:ER

cc to: R. E. Baldock
Roberts Brothers
E. E. Umphlette

...Low said he believed these concerned McNutt Bros. contract on the Judkins Point Overcrossing. Checked with the contract No. 2582, Project 2815.

Contract showed General Cas. Co. as surety, and mentioned public liability and property damage for company and S.P. Co. and Western Union.

Mr. Low as to status--he knew it was not completed.

Wm. Bredock
Can note "notice of Cancellation" of this insurance via Election in 30 days.

...OMPANY OF AMERICA
...COMPANY OF AMERICA
...CE COMPANY OF AMERICA

Seattle, Washington
Mailed from

September 29, 1943
Date

fold here

...NCELLATION

...policy conditions, of the cancellation of

...BLIC LIABILITY Policy No. IMC-19090, Cert. #6024

...ESTERN UNION TELEGRAPH COMPANY

...e cancelled and all insurance thereunder shall cease and terminate at and from 12:01 A.M. standard time November 1, 1943, without further notice.

If premium has been paid, unearned premium, if not returned herewith, shall be returned as soon as practicable after cancellation becomes effective.

If premium has not been paid, a bill for the premium earned to the time cancellation becomes effective, will be forwarded in due course.

THIS CANCELLATION IS EFFECTED BY EACH OF THE COMPANIES NAMED BELOW WHICH ISSUED, SINGLY OR JOINTLY, THE ABOVE DESCRIBED POLICY.

GENERAL CASUALTY COMPANY OF AMERICA.
GENERAL INSURANCE COMPANY OF AMERICA.
FIRST NATIONAL INSURANCE COMPANY OF AMERICA.

By R. M. Wade
AUTHORIZED REPRESENTATIVE

RECEIVED
SEP 30 1943
OREGON
STATE HIGHWAY COMMISSION

GENERAL CASUALTY COMPANY OF AMERICA
GENERAL INSURANCE COMPANY OF AMERICA
FIRST NATIONAL INSURANCE COMPANY OF AMERICA

Seattle, Washington
Mailed from

September 29, 1943
Date

TO State Highway Commission

Salem, Oregon

fold here fold here

NOTICE OF CANCELLATION

YOU ARE HEREBY NOTIFIED, in accordance with the policy conditions, of the cancellation of

MANUFACTURERS' AND CONTRACTORS' PUBLIC LIABILITY Policy No. LMC-19090, Cert #6024
(Type of policy)

issued to SOUTHERN PACIFIC COMPANY and THE WESTERN UNION TELEGRAPH COMPANY

By virtue of this notice, as issued to you, the policy will be cancelled and all insurance thereunder shall cease and terminate at and from 12:01 A.M. standard time November 1, 1943, without further notice.

If premium has been paid, unearned premium, if not returned herewith, shall be returned as soon as practicable after cancellation becomes effective.

If premium has not been paid, a bill for the premium earned to the time cancellation becomes effective, will be forwarded in due course.

THIS CANCELLATION IS EFFECTED BY EACH OF THE COMPANIES NAMED BELOW WHICH ISSUED, SINGLY OR JOINTLY, THE ABOVE DESCRIBED POLICY.

GENERAL CASUALTY COMPANY OF AMERICA.
GENERAL INSURANCE COMPANY OF AMERICA.
FIRST NATIONAL INSURANCE COMPANY OF AMERICA.

By R. M. Wade
AUTHORIZED REPRESENTATIVE

RECEIVED
SEP 30 1943
OREGON
STATE HIGHWAY COMMISSION

GENERAL CASUALTY COMPANY OF AMERICA
GENERAL INSURANCE COMPANY OF AMERICA
FIRST NATIONAL INSURANCE COMPANY OF AMERICA

Seattle, Washington
Mailed from

September 29, 1943
Date

TO. State Highway Commission

Salem, Oregon

fold here

fold here

NOTICE OF CANCELLATION

YOU ARE HEREBY NOTIFIED, in accordance with the policy conditions, of the cancellation of

MANUFACTURERS' OR CONTRACTORS' PUBLIC LIABILITY Policy No. MC-19088, Cert. #6023
(Type of policy)

issued to EARL L. McNUTT and J. IRA McNUTT d/b/a McNUTT BROTHERS

By virtue of this notice, as issued to you, the policy will be cancelled and all insurance thereunder shall cease and terminate at and from 12:01 A.M. standard time November 1, 1943, without further notice.

If premium has been paid, unearned premium, if not returned herewith, shall be returned as soon as practicable after cancellation becomes effective.

If premium has not been paid, a bill for the premium earned to the time cancellation becomes effective, will be forwarded in due course.

THIS CANCELLATION IS EFFECTED BY EACH OF THE COMPANIES NAMED BELOW WHICH ISSUED, SINGLY OR JOINTLY, THE ABOVE DESCRIBED POLICY.

GENERAL CASUALTY COMPANY OF AMERICA.
GENERAL INSURANCE COMPANY OF AMERICA.
FIRST NATIONAL INSURANCE COMPANY OF AMERICA.

By R. W. Wade
AUTHORIZED REPRESENTATIVE.

RECEIVED
SEP 30 1943
STATE HIGHWAY COMMISSION

161-D-4

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

July 29, 1943

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to Mr. Probert's letter of July 6, 1943, submitting for approval Price Agreement No. 4 covering construction of an overflow channel in the vicinity of the Judkins Point Overcrossing, Oregon SN-FAGM 161-D(3)(On).

This work is to be an extension of McNutt Bros. contract for Oregon project SN-FAP 161-D(4) to provide protection from flood conditions for an overpass structure constructed under project SN-FAGM 161-D(3)(On) at an estimated cost of $25,875.

We are advised that the proposed changes, revised special provisions, and revised plans are approved under the provision of numbered paragraph 2, General Administrative Memorandum No. 10.

Very truly yours,

W. H. LYNCH
District Engineer

RECEIVED
JUL 30 1943
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JUL 12 1943
PORTLAND
161-19-4

July 10, 1943

Mr. W. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland 8, Oregon

Dear Sir:

In accord with your letter of July 9, we are sending herewith certified copy of price agreement with McDutt Brothers' for the construction of an overflow channel in the vicinity of the Jenkins Point Undercrossing.

Please remove from the other copies of this agreement the copy of letter from McDutt Brothers, advising that they are signing the agreement with the understanding that the contractor may use shovel to place riprap. You will note that this is taken care of in the fifth paragraph on sheet 5 of the specifications, which paragraph was changed after McDutt Brothers' letter was received.

It is our desire that 80 per cent of the cost of this additional work be paid from 1943 Regular Federal Aid Funds. Whether this is accomplished by a modification of Project SS-FAP 161-B (4), or by initiating a new project, is immaterial to us, except that we would like, if possible, to avoid the loss of time that might be involved if a new project is to be developed.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:ER

Enc.

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

July 9, 1943

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We return herewith the ribbon copy of Price Agreement No. 4 with McNutt Bros. for construction of the Overflow Channel in the vicinity of the Judkins Point Overcrossing. Will you please certify it so that we may be in a position to forward it.

Since we understand this work is to be the basis of increased Federal reimbursement with regular Federal Aid, no work should be started prior to notice of approval by our Washington Office.

If it is so approved, the work will probably have to be considered part of SN-FAP 161-D(4) or of a new Federal Aid project agreement.

Very truly yours,

W. H. LYNCH
District Engineer

Encl.

RECEIVED
JUL 10 1943
STATE HIGHWAY COMMISSION

FORM S-30 REV 1-43

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

AGENDA
JUN 15 1943

161-A-4

Salem, Oregon
June 14th, 1943

5-3-2

SUBJECT: Spillway at Eugene

To: Mr. R. H. Baldock
State Highway Engineer
O f f i c e

REFERRED TO
M. Glaisyer
By Chief Engineer
Agenda

Dear Sir:

I hand you herewith map showing the spillway at Eugene which we wish to construct in connection with the Eugene project under a price agreement with the contractors, McNutt Brothers. The estimated cost is $25,955.00.

Under ordinary circumstances we would let this as a separate contract and not consider adding it to this contract under a price agreement, but a considerable portion of the expense is in connection with riprap and hand-placed rock slopes, the rock for which must be taken from the cut now excavated by McNutt. These rocks are of very large size and can only be handled by a 2½-yard shovel and special hauling equipment, so that no one else could afford to equip for such a small yardage.

I find on checking with Mr. Probert's office that there is some probability that there will be federal grade crossing funds available and that federal aid can be secured on this portion of the work.

A detail estimate of cost based on the prices quoted by the contractors is attached. The total cost of the project under contract to McNutt Brothers is $484,000.00, and the cost of the channel change is $25,000 or 5%. Present indications are that there will be a small saving on the McNutt contract, probably as much as $10,000.00, which can be used to assist in financing this work.

Very truly yours,

H. G. Smith
Construction Engineer

HGS:AR
Enc. 2

cc to: H. B. Glaisyer

C. P.

May 11, 1943

- ON SUPPLEMENTARY PLAN FOR OVERFLOW CHANNEL -

JUDKINS POINT OVERHEAD CROSSING, Eugene, Oregon

5500 Cu. Yd. General Excavation	at $0.80	$4,400.00
30 Cu. Yd. Structure Excavation	" 1.50	45.00
650 Sq. Yd. Removal Pavement	" 1.00	650.00
4700 Sq. Yd. 6" Portland Concrete Pavement	" 2.80	13,160.00
3000 Cu. Yd. Rip Rap Truck Dump	" 2.15	6,450.00
250 Sq. Yd. Hand Placed Rock Slope	" 5.00	1,250.00
	Total	$25,955.00

Pavement on slopes of low water channel to be 3 to 1 instead of 2 to 1 as shown on plans.

Rock for Rip Rap and Hand Placed Rock slope to be Royalty free to Contractor from Judkins Point Excavation.

McNutt Brothers

By J. Ira McNutt (Signed)
Partner

LEGEND

Pavement to be removed

Concrete pavement

Riprap

Hand placed Rock slope

WILLAMETTE RIVER

existg spillway

existg conc. wall

top of existg Hwy

MILL RACE

40' min.

toe trench

toe of riprap

present top of bank

elev. 434.2

S.P.R.R. R3 line

R2 line

2° C.R.

1081+39.45 P.C.S. R2

187+92.19 P.C.S.

1083+07.75 R4 =

1881+53.05 =

50'

400' Sp. S 4°00' @ 0.5

℄ R/W

R/W

former

R.R.R

187+67.98 P.C.C.

187 6° C.L.

to Eugene

elev. 434

Existg

NOTE: High water elev. 434.2 at sta. 1+00

FINAL SURVEY	
NOTE BOOK	SURVEYED
	PLOTTED
	TEMPLATE
	AREAS
NO.	AREAS CHECKED

DATE

BY

GEND

noved

t

slope

IVER

spillway ℄

ACE

existg conc. wall ℄

(on ℄ existg Hwy)

existg spillway ℄

℄ slope easement

192+42.19 P.T.

70' from ℄ of present Pac. Hwy.

N 74°01½' E

Pacific Highway (under construction)

192

191+70

201.51

40 min.

toe trench

toe of riprap

℄ present top of bank

toe of emb.

toe trench

Grade channel to (for overflow

Constr. Chan.

Elev. 436

Pile Trestle

Existg.

75'±

Elev. 438

1086+13.91 P.S. P3

187+92.19 P.C.S.

50'

N 74°01½' E 188.53 = 187+03.75 R2

80'

400' Sp. S 4°06' a 0.5

50'

50'

R/W ℄

former S.P.R.R. ℄

1085+39.45 P.T. R2

1085+17.1 P.T. = 1085+75.73 =

℄ R/W

RR. R/W ℄

CITY LIMITS

187

6° C.L. ℄

NOTE: High water elev. Jan. 1, 1948
434.2 at sta. 190+54

Existg spillway

℄ slope easement

70' from ℄ of present Pac. Hwy.

192+42.19 P.T.

N 74°01½' E

Pacific Highway (under construction)

192

191+70

Existg Detour Road (oiled rock)

elev. 420±

℄ existg ditch

R/W ℄

Hwy.

bank

toe of arch

toe trench

(32° c. (approx.) Grade channel to this line (for overflow)

Remove 24" Conc. Pipe 57'

Overflow channel

Constr. Chan. Chg (low water channel)

R/W ℄

Creek

75'±

RR. R/W ℄

Existg

elev. 438

1086+13.9 P.S. R3

80'

S53°25'E

80'

Existing 5'x5' wd. box culvert 66'

SP.

R/W ℄

former S.P.R.R. ℄

1085+39.45 P.T. R2

1085+77.1 P.T. = 1085+75.73=

RR. R/W ℄

CITY LIMITS of EUGENE

TE: High water elev. Jan. 1, 1949
434.2 at sta. 190+54

N 74°01½' E

Pacific Highway (under construction)

P.T.

Existg Detour Road (oiled rock)

elev. 428±

existg ditch

R/W ℄

191+70

(32° C. (approx.) Grade channel to this line (for overflow)

Remove 24" Conc. Pipe 57'

Overflow channel

Constr. Chan. Chg (low water channel)

R/W ℄

Creek

75'±

RR. R/W ℄

1086+13.91 P.S. R3

elev. 438

S53°25'E

80'

Existing 6'x6' wd. box culvert 66'

1085+39.45 P.T. R2

1085+77.1 P.T. = 1085+75.73 =

CITY LIMITS of EUGENE

DETAIL of of Low W

Sl. 1½:1 Hwy. Emb. (Rock)

Riprap

1½:1

2'

Water surface ℄

variable slope, not steeper than 1½:1

10'

Rip

3'

℄ to rock if found at less than 3'

Grade for over existg detour

elev. 428±

Riprap

Sl. 2:1

2'

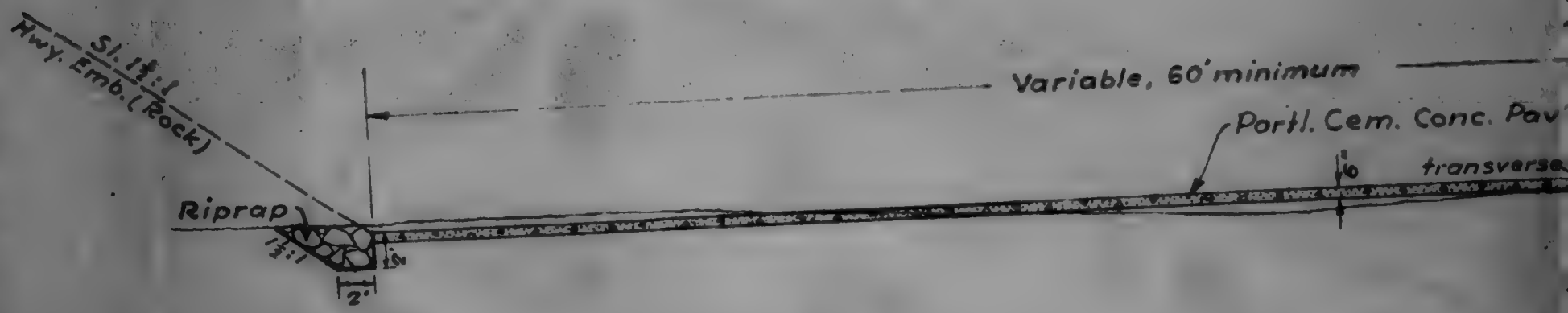
2'

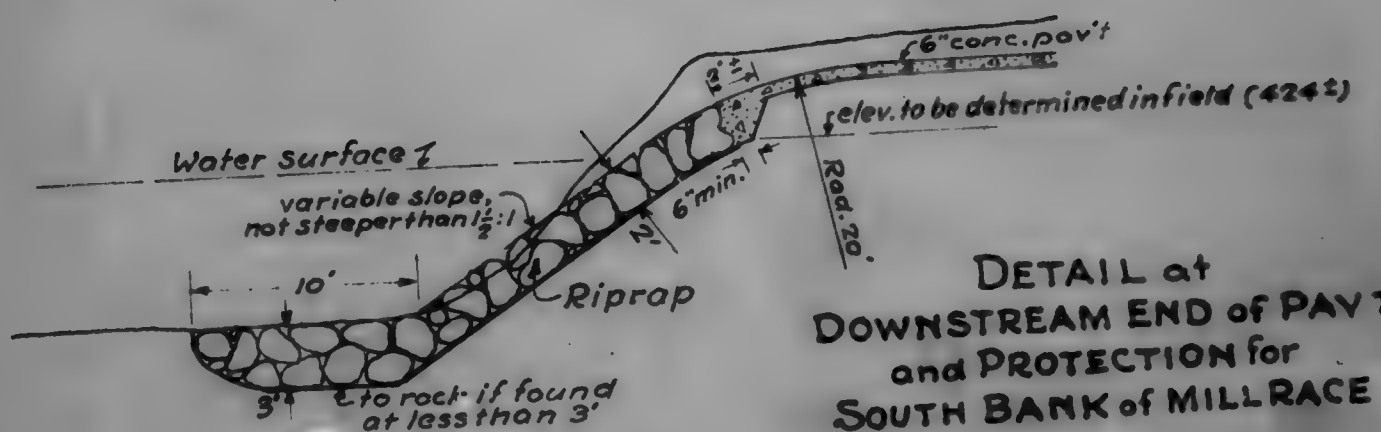
2'

Sl. 2:

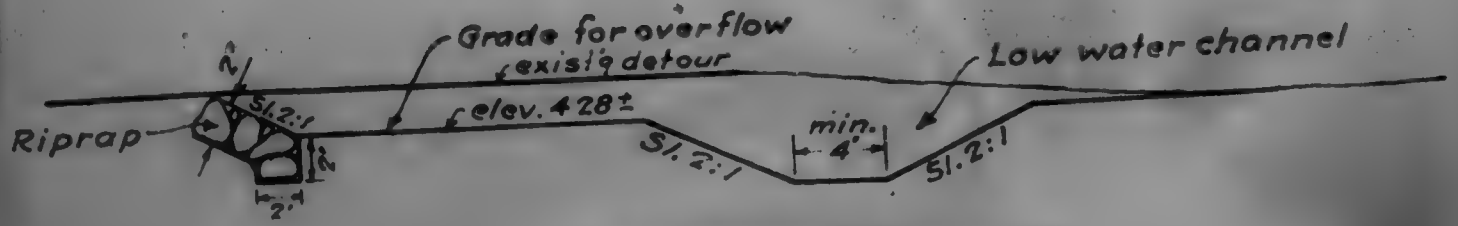
CHA

DETAIL of PAVED PORTION
of LOW WATER CHANNEL

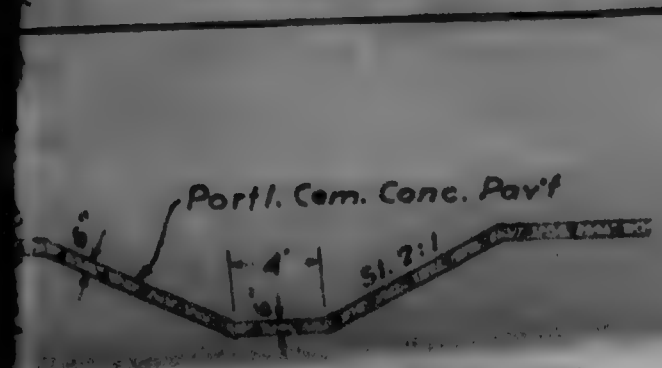




DETAIL at
DOWNSTREAM END of PAV'T
and PROTECTION for
SOUTH BANK of MILL RACE

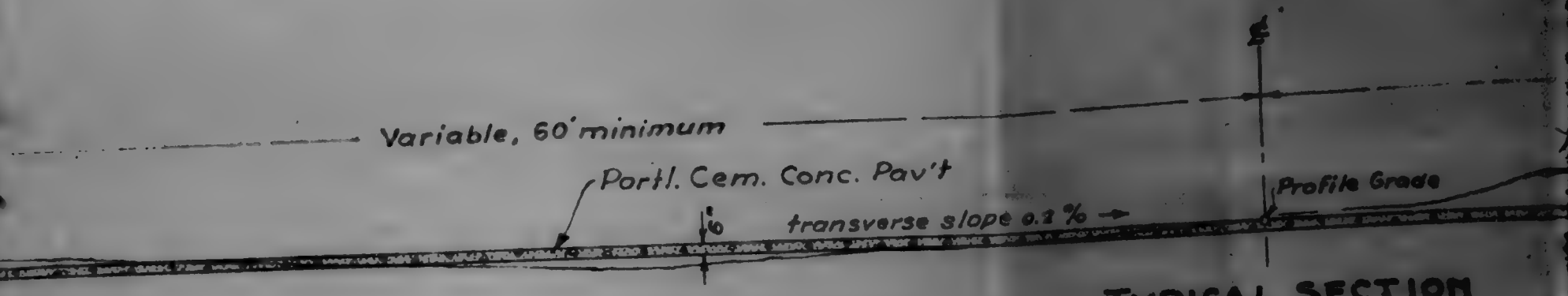


CHANNEL CHANGE

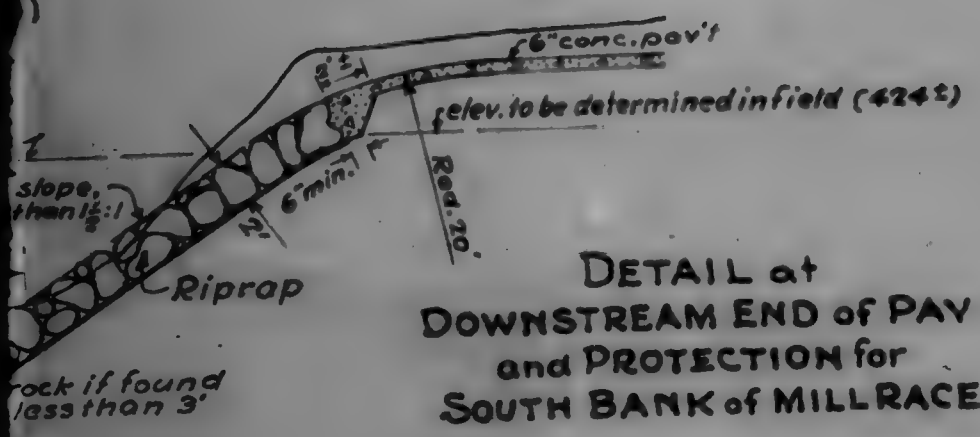


DETAIL of PAVED PORTION of LOW WATER CHANNEL

DETAIL at Rt. 2+50 ± to 3+40 ±

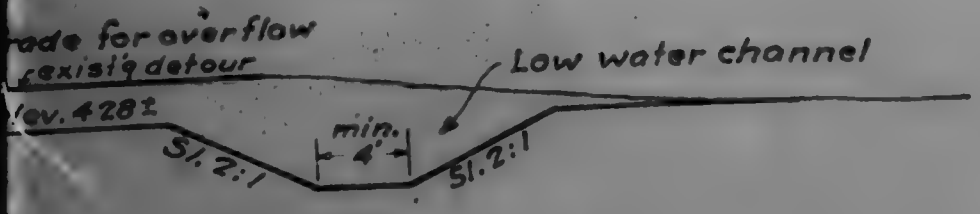


TYPICAL SECTION



DETAIL at DOWNSTREAM END of PAV'T and PROTECTION for SOUTH BANK of MILLRACE

DETAIL at UPSTREAM END of PAV'T



CHANNEL CHANGE

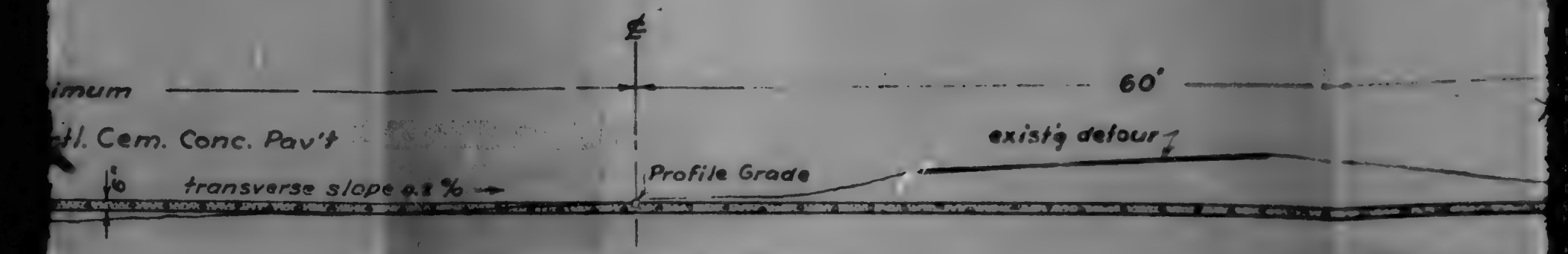
JUDKINS

FED. ROAD DIST. No.	
1	

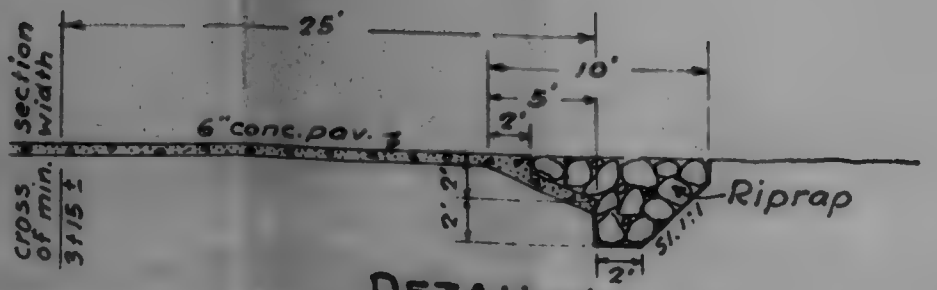
DETAIL at Rt.
2450± to 3+40±

DETAIL at Rt.
ahead of sta. 3+40±

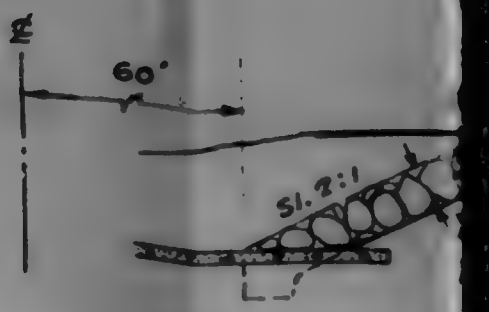
for
Scal

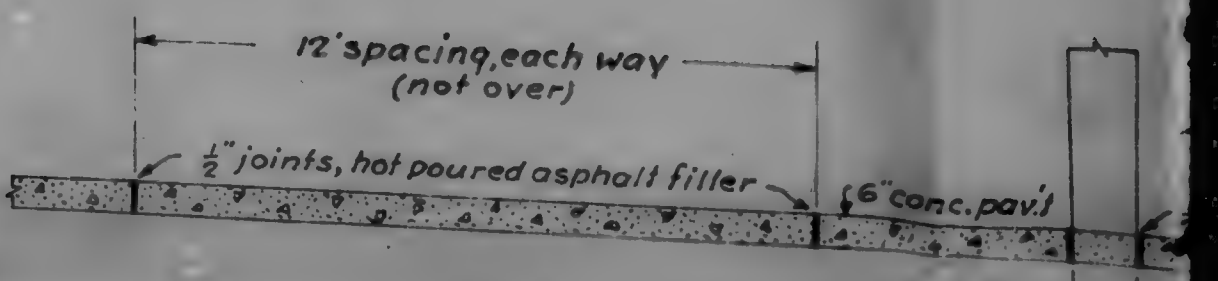


TYPICAL SECTION



DETAIL at
UPSTREAM END of PAV'T

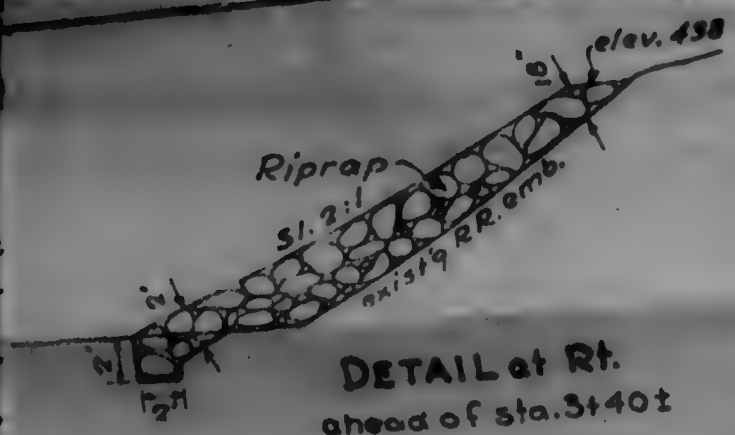




DETAIL of JOINTS
in CONCRETE PAVEMENT

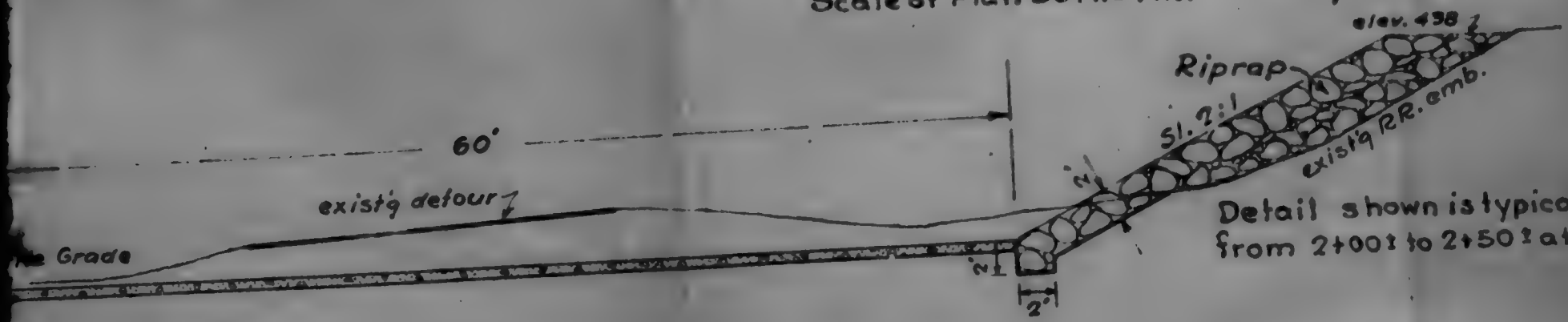
SUMMARY of QUANTITIES

JUDKINS POINT OVERCROSSING SECTION PACIFIC HIGHWAY LANE COUNTY				SHEET No.
FED. ROAD DIST. No.	STATE -	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
1	OREGON			See Index



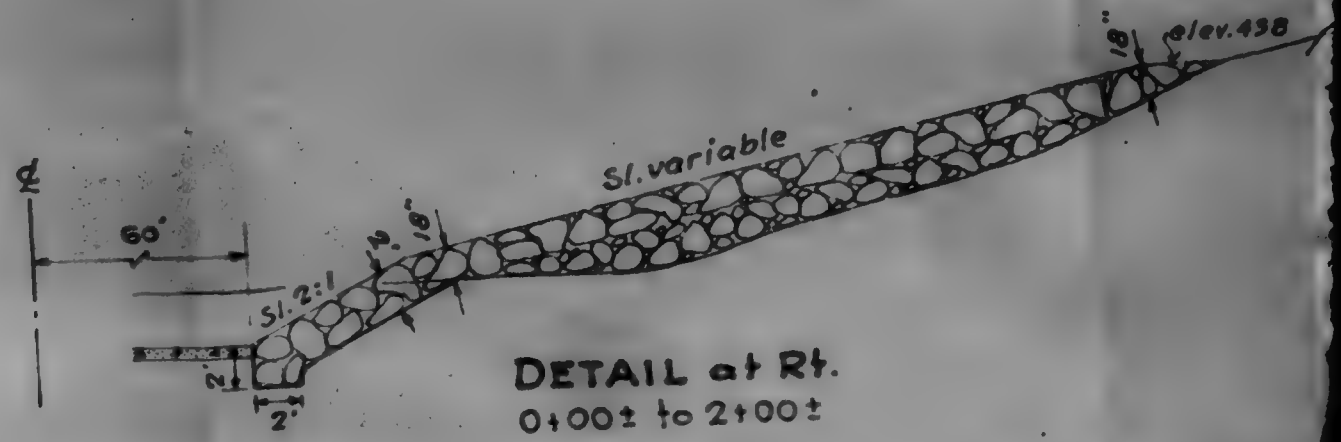
DETAIL at Rt.
ahead of sta. 3+40±

SUPPLEMENTARY PLAN
for OVERFLOW CHANNEL
Scale of Plan 50ft. = 1in. May 1943

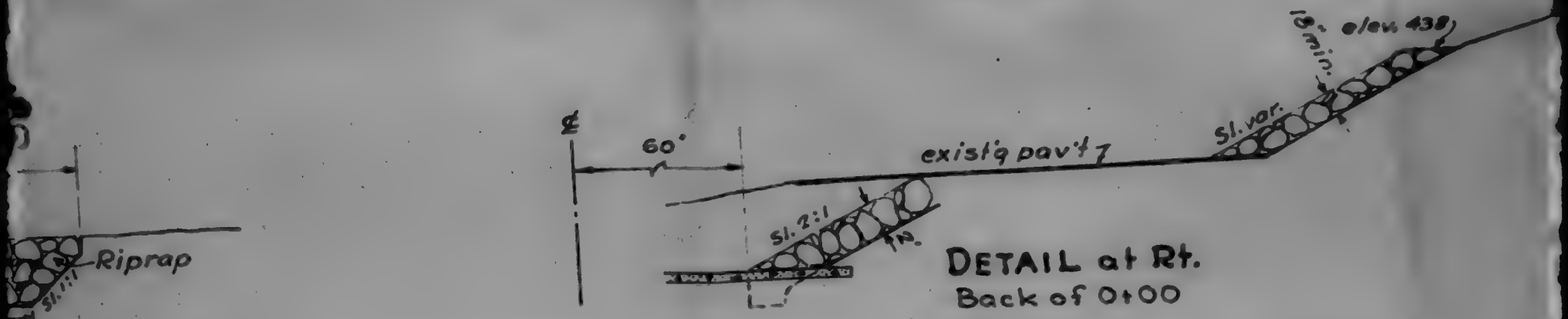


Detail shown is typical from 2+00± to 2+50± at Rt

ECTION

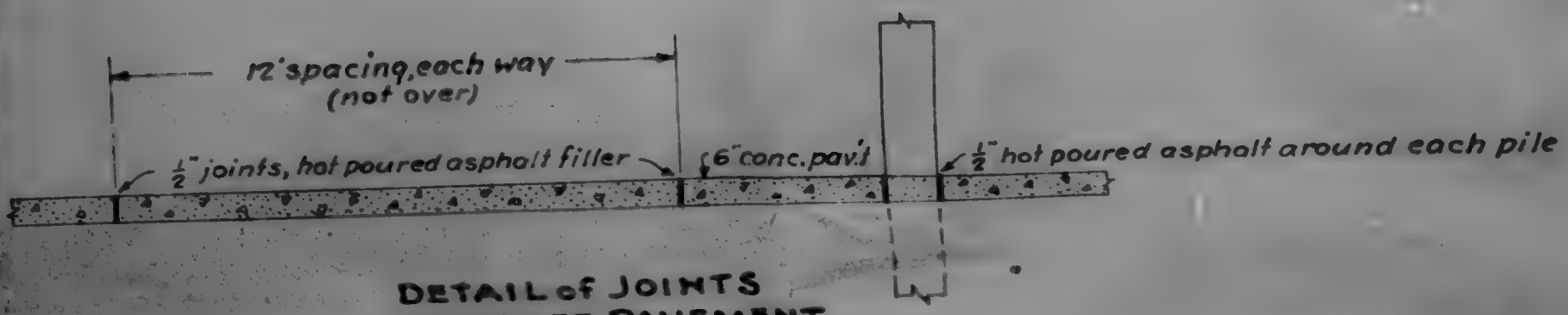


DETAIL at Rt.
0+00± to 2+00±



DETAIL at Rt.
Back of 0+00

PAV'T



DETAIL of JOINTS
in CONCRETE PAVEMENT

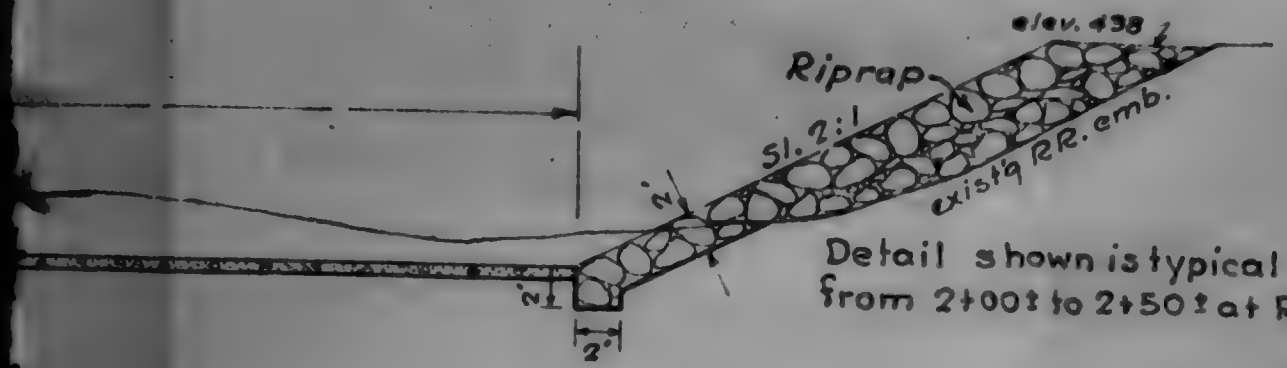
SUMMARY of QUANTITIES

ITEM	UNIT	NET QUANTITY	ALLOWANCE	TOTAL

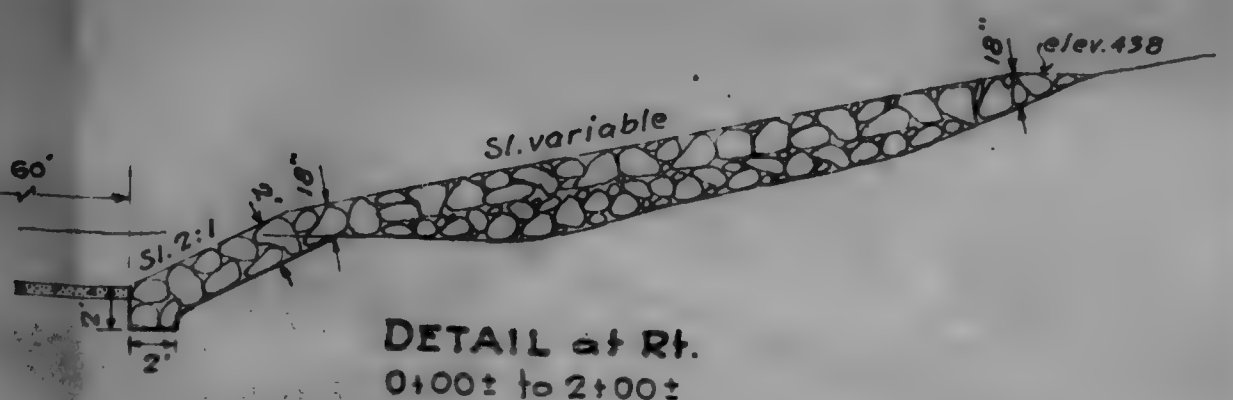
JUDKINS POINT OVERCROSSING SECTION PACIFIC HIGHWAY LANE COUNTY				SHEET No.
FED. ROAD DIST. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
1	OREGON			See Index

SUPPLEMENTARY PLAN for OVERFLOW CHANNEL

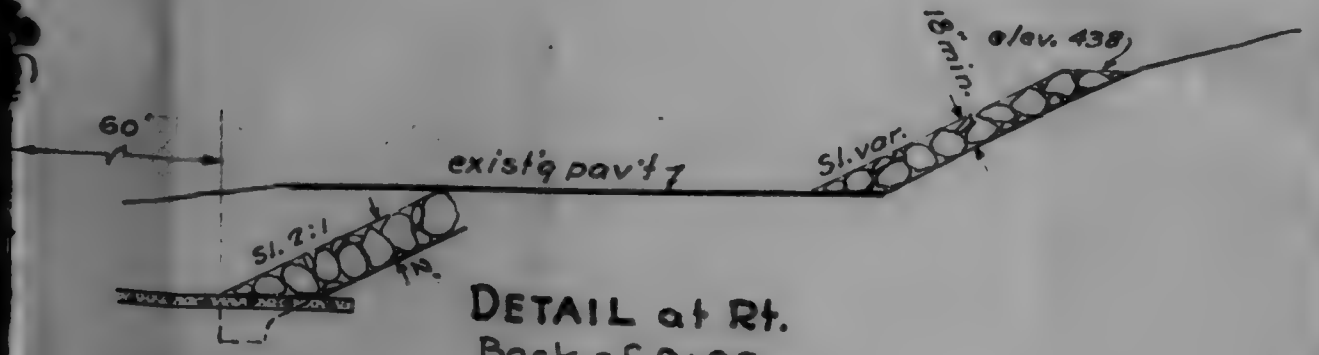
Scale of Plan 50ft. = 1in. May 1943



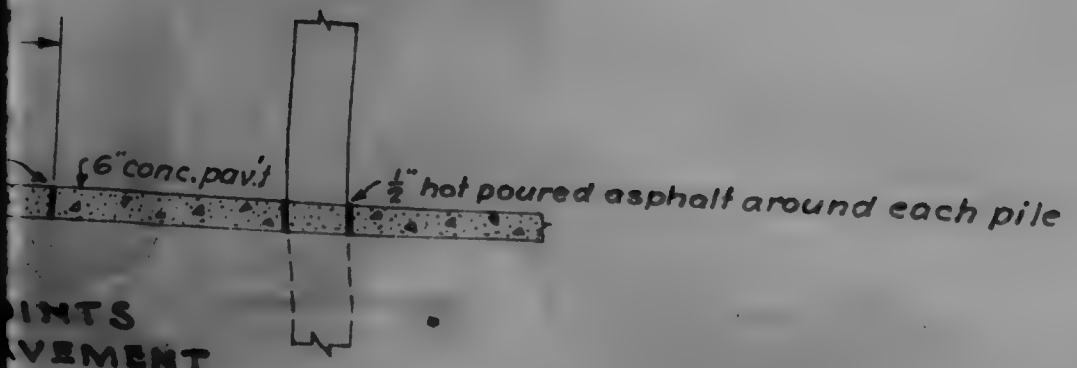
Detail shown is typical from 2+00± to 2+50± at Rt.



DETAIL at Rt.
0+00± to 2+00±



DETAIL at Rt.
Back of 0+00



INTS
VEMENT

of QUANTITIES

← to Eugene

S.C.

Note: High water ele
434.2 at sta. 1

ORIGINAL SURVEY
NOTE BOOK
NO.

SURVEYED
PLOTTED
TEMPLATE
AREAS
AREAS CHECKED

BY
DATE

Scale of Profile { Hor. 20 ft. = 1 in.
Ver. 10 ft. = 1 in.

U.S.C. & G.S. Datum

450

H.W. Water 434.2 at sta. 190+34 on Hwy. Jan. 1-1945

430

Approx. in S. April 1943

approx. axis of spillway

420

axis of conc. wall

40 min. at 90° from wall

Approx. bottom of mill race

NOTE: High water elev. Jan. 1, 1943
434.2 at sta. 190+54

Hor. 20 ft. = 1 in.
Ver. 10 ft. = 1 in.

Sta. 190+54 on Hwy. Jan. 1-1943

Prop. Highway exists nov.

Road 20' at 190+ to edge of pav.

exists 36" conc.

+0.2%

MS April 1943

CHANNEL CHANGE

existg. ele. of ground

Surf. of pav. for overflow

Surf. of pav. in low water channel

Grade to be determined in field

Sta. 36 conc. pipe 76' of 1901.95 Proj.

Proportion Sta. 2+00 =

4281.0

3715

CHANNEL CHANGE

428.0

dashed to det. detour

Surf. of pan in low water channel &
Grade to be determined in field

5715

Constr. Low water Chan
and Grade Overflow Cha

CHANNEL CHANGE

General Exc

Structural E

Removal of

6" Portl. Cem

Riprap

Hand Placed

w water channel

E

12' spacing, each way (not over)

½" joints, hot poured asphalt filler

DETAIL of JOIN
in CONCRETE PAVE

SUMMARY of

ITEM	
General Excavation	
Structural Exc.	
Removal of Pavement	
6" Portl. Cem. Conc. Pavement	
Riprap	
Hand Placed Rock Slopes	

420.0

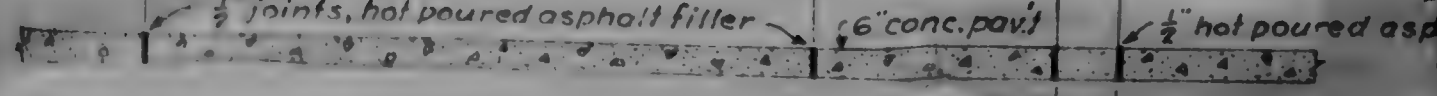
existg detour

approx bottom of existg low water channel

Constr. low water channel change and Grade Overflow Channel (See plan)

4

(not over)



DETAIL of JOINTS
in CONCRETE PAVEMENT

SUMMARY of QUANTITIES

ITEM	UNIT	NET QUANTITY	ALLOWANCE
General Excavation	Cu.Yd	5000	500
Structural Exc.	"	75	5
Removal of Pavement	Sq.Yd.	600	50
6" Portl. Cem. Conc. Pavement	"	4500	700
Riprap	Cu.Yd.	2400	600
Hand Placed Rock Slopes	Sq.Yd.	220	30

approx. bottom of exist'g low water channel

water Channel Change

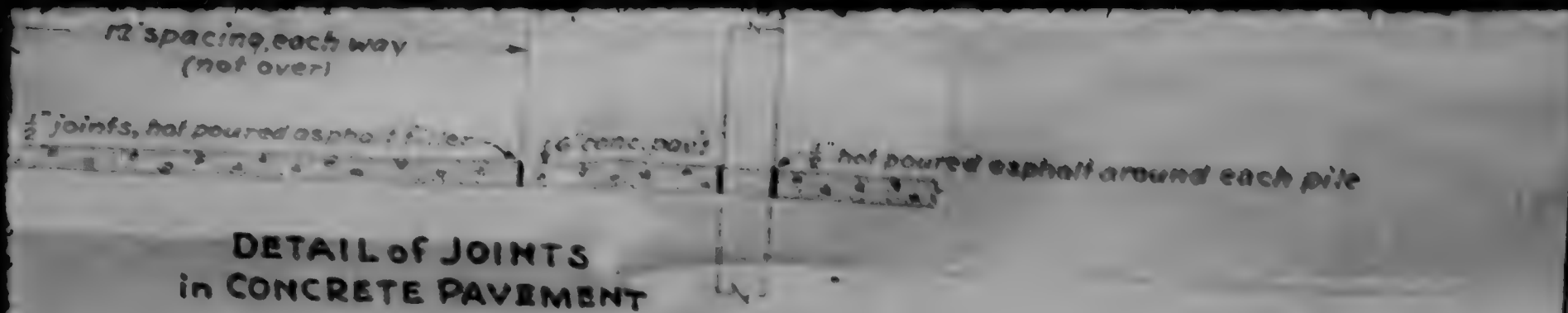
r Flow Channel (See plan)

4

5

Creek

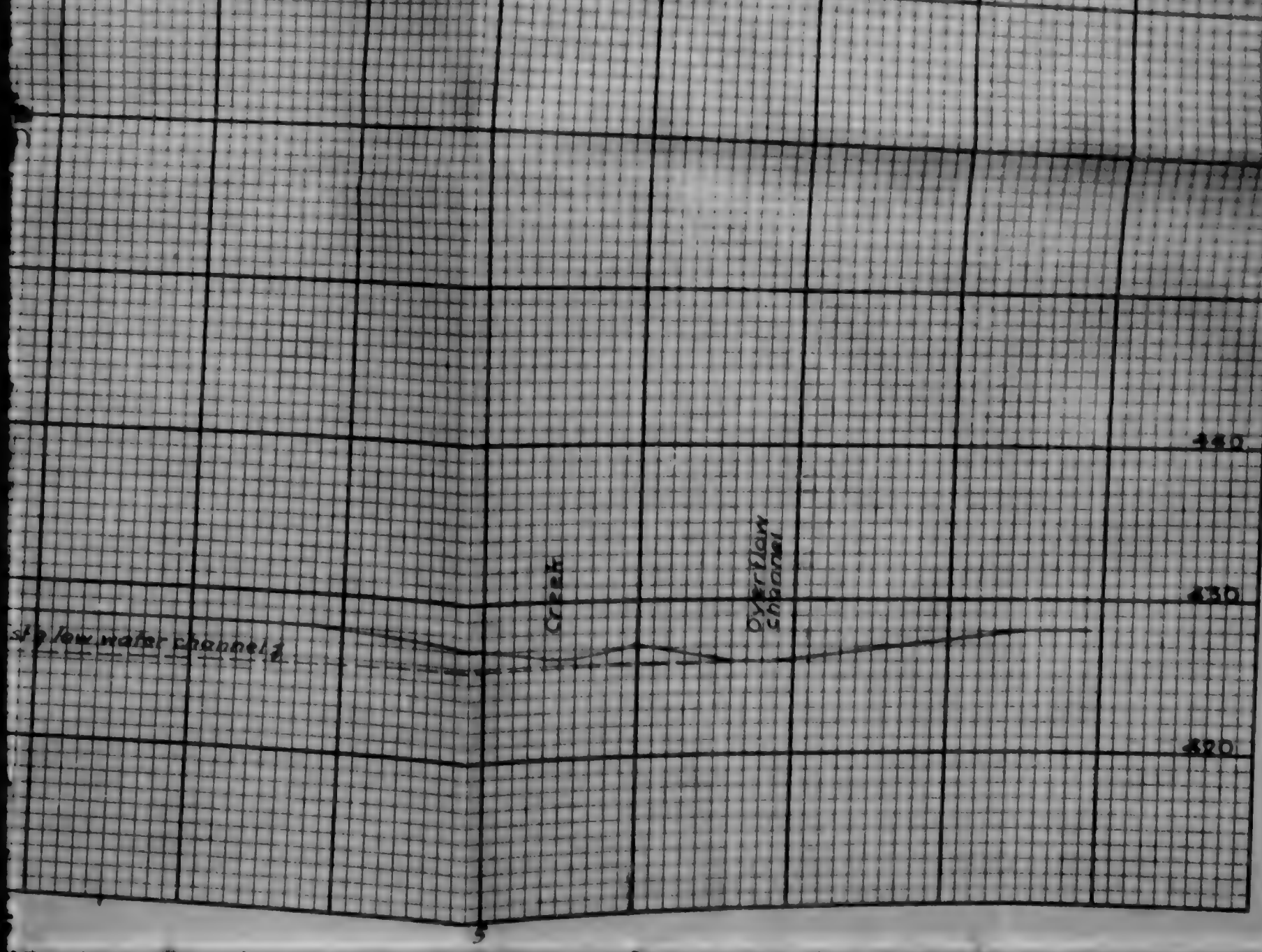
Quarry Run

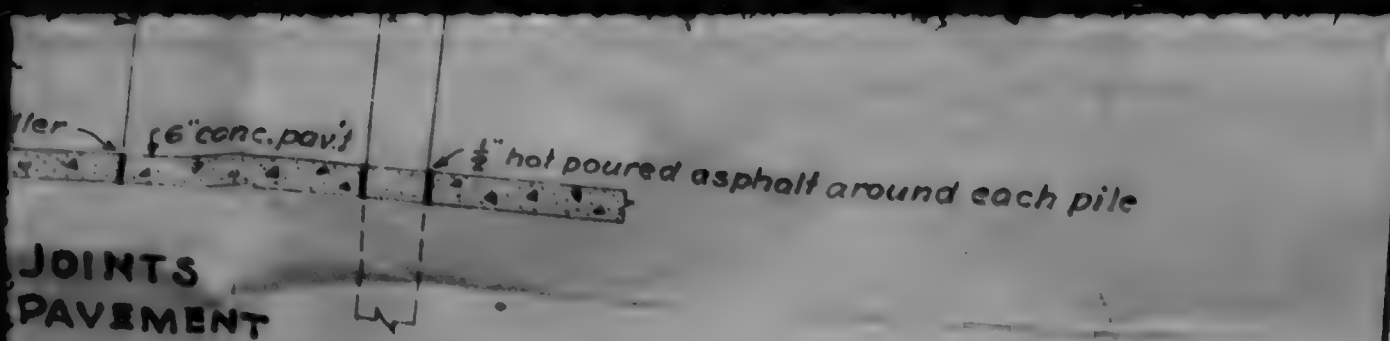


DETAIL of JOINTS in CONCRETE PAVEMENT

SUMMARY of QUANTITIES

ITEM	UNIT	NET QUANTITY	ALLOWANCE	TOTAL
...val Excavation	Cu.Yd.	5000	500	5500
...ctural Exc.	"	25	5	30
...oval of Pavement	Sq.Yd.	600	50	650
...tl. Conc. Conc. Pavement	"	4500	200	4700
...ap	Cu.Yd.	2400	600	3000
...Placed Rock Slopes	Sq.Yd.	220	30	250

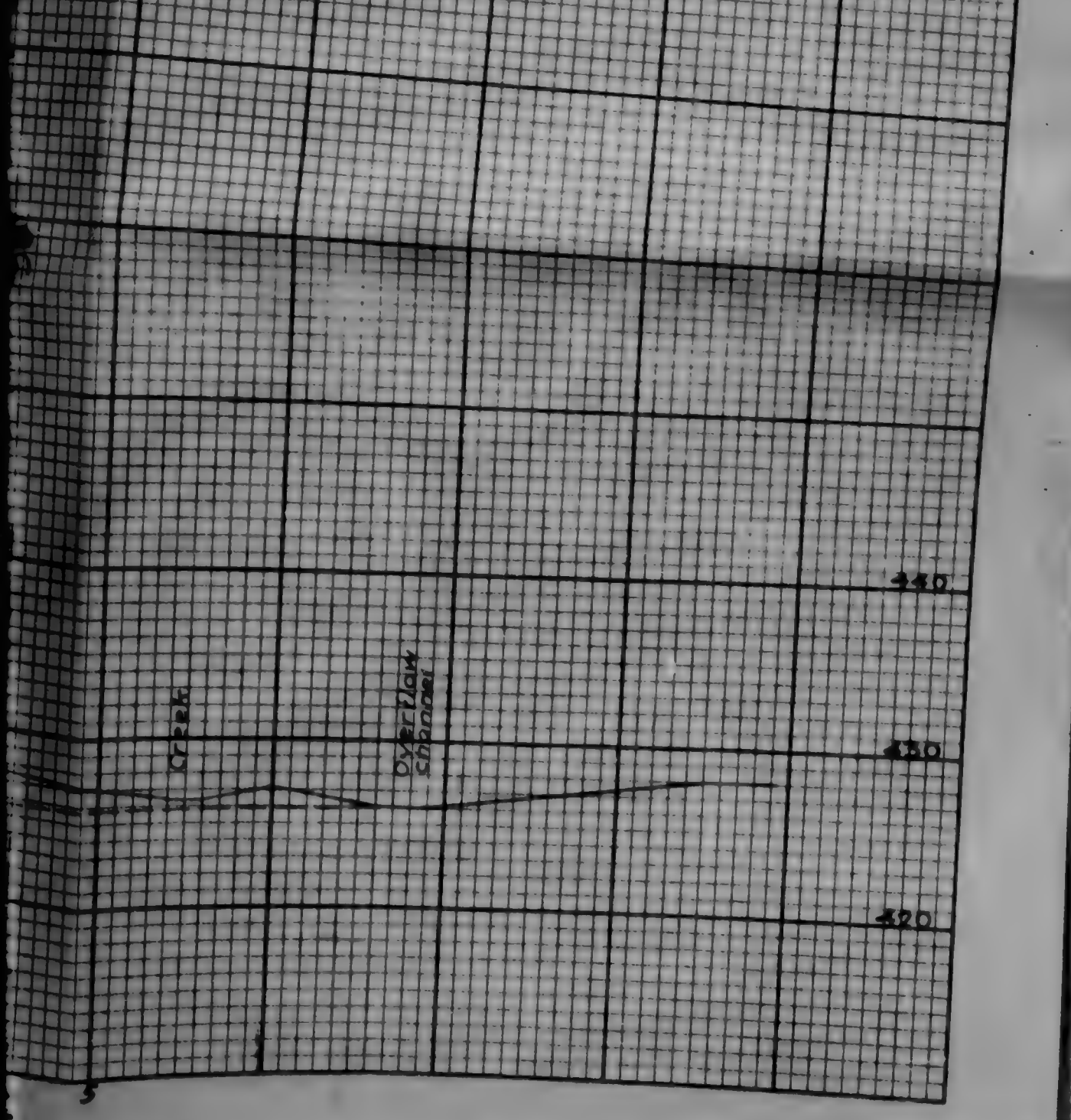




JOINTS
PAVEMENT

M of QUANTITIES

UNIT	NET QUANTITY	ALLOWANCE	TOTAL
Cu Yd	5000	500	5500
"	175	5	30
Sq Yd	600	50	650
"	4500	200	4700
Cu Yd	2400	600	3000
Sq Yd	220	30	250



of Bent Process
2502),
dance with the
gineer
Project
ge Engineer

RECEIVED
JUN 17 1943
FOR FILING

161-D-4

Salem, Oregon
June 14, 1943

Mr. K. D. Lytle
Highway Division Engineer
Roseburg, Oregon

Dear Sir:

We now have FHA approval of the use of Rust Process Curing on the Sutides Point Section (Contract 2502).

This approval is conditioned on compliance with the specifications which are enclosed herewith.

Very truly yours,

S. H. HADDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:HR

cc to H. G. Smith
E. E. Umphlette

Encl.

TELEPHONE YOUR TELEGRAMS TO POSTAL TELEGRAPH

Form 16

Postal Telegram (110).

THIS IS A FULL RATE TELEGRAM, CABLEGRAM OR RADIOGRAM UNLESS OTHERWISE INDICATED BY SYMBOL IN THE PREAMBLE OR IN THE ADDRESS OF THE MESSAGE. SYMBOLS DESIGNATING SERVICE SELECTED ARE OUTLINED IN THE COMPANY'S TARIFFS ON HAND AT EACH OFFICE AND ON FILE WITH REGULATORY AUTHORITIES.

R16 (SIX) GOV LG=NX PORTLAND ORE 12 1037A=

R H BALDOCK STATE HIGHWAY ENGINEER=
(SALEM OGE).

1943 JUN 12 PM 12 12

= MEMBRANE CURING SPECIFICATION SUBMITTED YOUR LETTER JUNE 7 OREGON FAP 161-D(4) EUGENE IS SATISFACTORY USE THIS PROCESS IS ACCORDINGLY AUTHORIZED=

LYNCH.

NO ..... TO .....
BY ..... AT ..... TO BE .....
CALLS .....

7 FAP 161-D(4).

Project FAP 161-D (4).

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

E. H. Probert
Office Engineer

EHP:ER

Encl.

June 7, 1943

Mr. E. E. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland 8, Oregon

Dear Sir:

In compliance with your telegram dated June 5, we submit herewith the specification for Sand Process curing which we propose to use in connection with the Jetties Point Project at Eugene, Project PAP 161-B (4).

Very truly yours,

L. H. BALDOCK
State Highway Engineer

By

S. E. Probert
Office Engineer

SEP:ER

Encl.

May 25, 1943

WESTERN UNION

1201

(38)

OF SERVICE

This is a full-rate Telegram or Cablegram unless its deferred character is indicated by a suitable symbol above or preceding the address.

A. N. WILLIAMS, PRESIDENT
NEWCOMB CARLTON, CHAIRMAN OF THE BOARD
J. C. WILLEVER, FIRST VICE-PRESIDENT

SYMBOLS
DL=Day Letter
NT=Overnight Telegram
LC=Deferred Cable
NLT=Cable Night Letter
Ship Radiogram

The filing time shown in the date line on telegrams and day letters is STANDARD TIME at point of origin. Time of receipt is STANDARD TIME at point of destination

PRR228 LG GOVT=PORTLAND ORG 5 434P

R H BALDOCK=STATE HIGHWAY ENGINEER 1943 JUN 5 PM 4 39

WASHINGTON ADVISES QUOTE RE OREGON FAP 161-D(4), EUGENE USE OF MEMBRANE CURING SUCH AS HUNT PROCESS CLEAR SATISFACTORY UNDER COMPETENT SPECIFICATION UNQUOTE ADVISE SPECIFICATION TO BE USED

=CAUFIELD.

REFERRED TO
Project
By Chief Engineer
Please prepare answer.
RHB

FAP 161-D

THE COMPANY WILL APPRECIATE SUGGESTIONS FROM ITS PATRONS CONCERNING ITS SERVICE

Very truly yours,

R. H. Baldock
State Highway Engineer

cc Mr. H. G. Smith

PERMITTED
FOR FILING
161-19-4

May 25, 1943

Mr. W. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland, Oregon

Dear Sir:

In regard to your telegram of May 18, concerning the use of Hunt Process on the Jenkins Point Section, Oregon SH-VAOM 161-B (3) etc., the change in specifications is justified because we have been making studies of the Hunt Process for several years and advised the Hunt People we would make a change in our specifications last year if the tests were satisfactory. Since they were satisfactory, we have determined to permit the use of the Hunt Process in our specifications, but this conclusion was not reached until slightly after the award of the Jenkins Point project.

The contractor's special reason for wishing to use the Hunt Process is that he does not have any cotton mats, and they are unprocurable. He also advises it is practically impossible to obtain sawdust.

The contractor states that he is unable to reduce the price because he figured his bid on the use of the Hunt Process, as such concrete work as he had done recently had been done on Army airports, and he thought that the Hunt Process had been adopted universally.

It is my recommendation, therefore, that the contractor be permitted to use the Clear Hunt Process on this job.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc Mr. H. G. Smith

STANDARD TIME INDICATED

RECEIVED AT
573 STATE STREET
PHONE 6060
SALEM - OREGON

TELEPHONE YOUR TELEGRAMS TO POSTAL TELEGRAPH

Postal Telegraph (104).

THIS IS A FULL RATE TELEGRAM, CABLEGRAM OR RADIOGRAM UNLESS OTHERWISE INDICATED BY SYMBOL IN THE PREAMBLE OR IN THE ADDRESS OF THE MESSAGE. SYMBOLS DESIGNATING SERVICE SELECTED ARE OUTLINED IN THE COMPANY'S TARIFFS ON HAND AT EACH OFFICE AND ON FILE WITH REGULATORY AUTHORITIES.

Form 16

R17 (SIX) GOVT LG=NX PORTLAND ORE 18 1040A=

R H BALDOCK=
STATE HIGHWAY ENGINEER (SALEM ORE)=

1943 MAY 18 AM 11 10

:REURLET MAY 13 JUDKINS POINT OREGON SN-FAGM 161-D(3) ETC.
ADVISE REASONS JUSTIFYING CHANGE IN SPECIFICATIONS AFTER AWARD AND REDUCTION IN PRICE TO WHICH CONTRACTOR WILL AGREE IF HUNT PROCESS CLEAR APPROVED=

LYNCH.==

:REURLET 13 SN-FAGM 161-D(3) ETC.

We are agreeable to granting permission to use this method of curing, and request your concurrence as it was not definitely specified in the contract provisions.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc Mr. H. G. Smith

RECEIVED
FEB 1944
161-D-4

May 13, 1943

Mr. W. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland, Oregon

Dear Sir:

The contractor on the Yaquina Point Section of the Pacific Highway, Contract No. 2582, SS-PACH 161-B (3) OR and SS-PAC 161-B (4), has requested permission to use Shell Penetrol No. 116 Clear (rubbituminous membrane seal coat) as a curing agency on the concrete pavement.

We are agreeable to granting permission to use this method of curing, and request your concurrence as it was not definitely specified in the contract provisions.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc Mr. H. O. Smith

DISTRIBUTORS
GOLD MEDAL EXPLOSIVES
LESCHEN WIRE ROPE
WIRE ROPE FITTINGS, INC.
LAUGHLIN SAFETY CLAMPS
MC KIERNAN TERRY CORP.
HUNT PROCESS CO.
USED WIRE ROPE
CABLE CLAMPS
RAFTING GOOD
DRILL STEEL
BLOCKS

P. L. CROOKS & CO., INC.

EQUIPMENT AND SUPPLIES

2145 N. W. PETTYGROVE ST.
PORTLAND, OREGON
ATWATER 7767

STORAGE
WAREHOUSE - - SHED - - YARD

SALE OR RENT
AIR COMPRESSORS
POWER UNITS
DRAGLINES
TRACTORS
GRADERS
SHOVELS
ROLLERS
TRUCKS
DRILLS
PUMPS
BITS

May 11, 1943

Oregon State Highway Department
Salem,
Oregon

Attention: Mr. R. H. Baldock

Gentlemen:

Recently we received a request from McNutt Brothers, Eugene, Oregon, for a quotation on Hunt Process #118 Clear as a curing agent for the concrete work on the Judkins Point job south of Eugene.

We sent them a quotation and May 10th were advised that the local resident engineer had no knowledge of clearance to use the Hunt cure.

It is our understanding that the tests performed were satisfactory and that the use of Hunt Process is now permissable on state projects.

We would appreciate it if you would advise the resident engineer of the Eugene district that the use of Hunt is now permitted.

We thank you for a prompt reply, and remain

Very truly yours,

P. L. Crooks & Co.,Inc.

By P L Crooks

WC/lc

RECEIVED
MAY 12 1943
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
FOR FILING

161-D-4

Charge to the account of _____ $ File

CLASS OF SERVICE DESIRED			
DOMESTIC		CABLE	
TELEGRAM	X	ORDINARY	
DAY LETTER		URGENT RATE	
SERIAL		DEFERRED	
OVERNIGHT TELEGRAM		NIGHT LETTER	
SPECIAL SERVICE		SHIP RADIOGRAM	

Patrons should check class of service desired; otherwise the message will be transmitted as a telegram or ordinary cablegram.

WESTERN UNION

1217-B

A. N. WILLIAMS, PRESIDENT
NEWCOMB CARLTON, CHAIRMAN OF THE BOARD
J. C. WILLEVER, FIRST VICE-PRESIDENT

CHECK
ACCOUNTING INFORMATION
TIME FILED

Send the following telegram, subject to the terms on back hereof, which are hereby agreed to

WANT A REPLY?
"Answer by WESTERN UNION" or similar phrases may be included without charge.

SALEM, OREGON
APRIL 10TH, 1943

McDUFF BROTHERS
351½ S. BROADWAY
SALEM, OREGON

HOLD-UP ON CONCRETE PAVEMENT AT ALBANY HAS BEEN RELEASED. YOU MAY PROCEED WITH THIS PORTION OF THE JOB WHEN CONVENIENT.

R. H. BALDOCK

RECEIVED
APR 12
FOR FILING

RECEIVED
APR 7 1944
FOR FILING

161-E-4

April 9, 1943

Mr. E. H. Tugman
Eugene Register-Guard
Eugene, Oregon

Dear Mr. Tugman:

As sending herewith a statement giving information you will need in assisting us in obtaining a reversal of the action taken by the Facilities Review Board of the War Production Board in disapproving the construction of pavement on the Eugene-Springfield Point grade separation project.

Very truly yours,

R. H. Baldock
State Highway Engineer

Encl.

SHP:ER

Burnet-Jacking Point Project

(Information assembled on April 9, 1943)

Length of pavement- - - - - - - - - - - - - - -	4,600 feet
Area of pavement - - - - - - - - - - - - - - -	35,500 sq. yds.
Cost of pavement (including joints, dowels, etc.) -	$120,000
Critical materials required for pavement:	
Steel- - - - - - - - - - - - - - - -	2,250 lbs.
Other materials required for pavement:	
Cement - - - - - - - - - - - - - - -	10,650 bbls.
Gravel and sand - - - - - - - - - - - - -	11,000 cu. yds.
Lumber for forms - - - - - - - - - - -	22 M-FBM
Fiber joint filler - - - - - - - - - - -	25,000 lin. ft.
Asphalt - - - - - - - - - - - - - -	73 tons
Labor required to construct pavement- - - - - - -	23,000 man-hours

Federal project numbers - SR-FAP 161-D (4) and SR-FAOM 161-D (3)
Preference rating order number - L0568-E Amended

Average daily passenger car traffic - - - - - - -	7,133	vehicles
" " commercial vehicle traffic - - - - -	2,230	"
" " total - - - - - - - - - - - - - -	9,363	"
Average daily train traffic at grade crossing- - -	36	trains
Total cost of project- - - - - - - - - - - - -	$830,000	
Cost of work completed to date- - - - - - - - - -	$475,000	
Investment to lie idle unless pavement is constructed - - - - - - - - - - - - - -	$710,000	

RECEIVED
APR 14 19[illegible]
FOR FIL[illegible]

FAM 161-D-4

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

April 12, 1943

Mr. R.H. Baldock
State Highway Engineer
Salem, Oregon.

Dear Sir:

Confirming our telephone conversation of April 10, 1943, we are advised that the Facility Review Committee of the War Production Board has approved for full width Oregon SN-FAGM-161-D(3) on, and SN-FAP 161-D(4), the Eugene improvement.

You are hereby authorized to proceed with the construction.

Very truly yours,

W. H. LYNCH
District Engineer

NOTED
State Highway Engineer

RECEIVED
APR 13 1943
OREGON
STATE HIGHWAY COMMISSION

161-D-4

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

April 8, 1943

POST OFFICE BUILDING
PORTLAND, OREGON

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are enclosing for your information a copy of our March 29th air mail letter to our Washington Office and a copy of our March 31st telegram, both concerning Oregon SN-FAGM 161-D (3) and SN-FAP 161-D (4), on the Pacific Highway at Eugene.

RECEIVED
APR 9 - 1943
STATE HIGHWAY COMMISSION

Very truly yours,

W. H. LYNCH
District Engineer

Encls.

Lynch

Collect

COPY

FEDERAL WORKS AGENCY

Public Roads Administration

8010-20 Oregon

Portland, Oregon
March 31, 1943

DAY LETTER

Reads
Federal Works Agency
Washington, D. C.

RECURLET MARCH 29 OREGON PROJECTS 161-D(3) AND 161-D(4) RAILROAD ADVISES TRAFFIC ON AN AVERAGE DAY JANUARY 18 WAS ELEVEN PASSENGER- AND TWENTY SEVEN FREIGHT TRAINS INCLUDING TWO MIXED MILITARY TRAINS. AVERAGE TRAINS PER DAY FOR JANUARY WAS THIRTEEN PASSENGER AND TWENTY THREE FREIGHT. SOMETIMES TEN OR MORE MILITARY PASSENGER TRAINS DAILY. RAILROAD NOW USING NEW TRACK AND TEMPORARY DETOUR INADEQUATE FOR CONTINUED USE IS ONLY TRAFFIC ROUTE AVAILABLE UNTIL PAVEMENT IS COMPLETED. 1942 TRAFFIC COUNT 2,230 COMMERCIAL, 7,133 PASSENGER, TOTAL 9,363 VEHICLES PER DAY CONFIRMS VOLUME MENTIONED IN OUR LETTER

Lynch

Collect

March 29, 1943

VIA AIR MAIL

Commissioner of Public Roads
Public Roads Administration
North Interior Building
Washington, D. C.

Dear Sir:

Reference is made to Mr. Hilts' interoffice airmail memorandum of March 19th, advising that the Facility Review Committee of the War Production Board has approved the approach grading to the Southern Pacific Railroad structure but not the paving on Oregon SH-PACM 163-D(3) and SH-PAP 163-D(4), the contracts for which were awarded on June 25, 1942. These projects are on the Pacific Highway, U.S. 99, which carries considerable war traffic including both military convoys and supply trucks. Traffic to California points by either the Pacific Highway or the Willamette Highway must use these projects. The highway traffic is approximately 10,000 vehicles per day. We will advise you regarding the volume of rail traffic by telegram in a day or two. Due to rapid increase in through rail traffic and chaotic conditions due to operations in this area all previous data is of little value, and the railroad which has received a request from the War Production Board involving similar information is making a study of the rail traffic and will advise us as soon as figures regarding the volume are available.

Construction authorized by previous action of the War Production Board has reached such a stage that if the approaches are not paved it will mean that during wet weather these sections of highway will become impassable and seriously impede the war effort. The traffic at present has been carried over a temporary detour road which crosses the new railroad at grade and would be entirely inadequate to continue to carry the traffic since at times it is necessary to resort to one-way traffic with consequent delays. Switching operations of the railroad cause further delay and congestion.

As a very small quantity of critical materials is involved in the pavement construction, we are unable to understand why the pavement has been eliminated for due to the long rainy season at Eugene the project cannot be used unless paved.

It is suggested that the Facility Review Committee be requested to give further consideration to the approval of this pavement which is absolutely

[redacted]

RECEIVED TIME

FORM

161-2-1

CONFIRMATION

[redacted] WORKS AGENCY

XX [redacted]

[redacted] Public Roads Administration

[redacted] 8010-23 Oregon

LONGRAM

Portland, Oregon
April 8, 1943

NOTED
State Highway Engineer

R. H. Baldock
State Highway Engineer
Salem, Oregon

SUPPLEMENTING OUR WIRE OF APRIL 7 [redacted] CONSTRUCTION OF CONCRETE PAVEMENT ON BOTH OREGON PROJECTS SS-FASH 161-B(3) AND SS-FAP 161-B(4) WAS DISAPPROVED BY THE WPB

Lynch

Paid Gov't Rate

RECEIVED
APR 9 - 1943
OREGON
STATE HIGHWAY COMMISSION

Postal Telegraph (16).

THIS IS A FULL RATE TELEGRAM, CABLEGRAM OR RADIOGRAM UNLESS OTHERWISE INDICATED BY SYMBOL IN THE PREAMBLE OR IN THE ADDRESS OF THE MESSAGE. SYMBOLS DESIGNATING SERVICE SELECTED ARE OUTLINED IN THE COMPANY'S TARIFFS ON HAND AT EACH OFFICE AND ON FILE WITH REGULATORY AUTHORITIES.

[illegible] LG GOVT=NX PORTLAND ORE 7 1219P

[illegible]LDOCK=

[illegible]STATE HIGHWAY ENGINEER SALEM ORE='

1943 APR 7 PM 1 16

YOUR REQUEST FOR EXTENSION OF PREFERENCE RATING ORDER NUMBER P 10568-E FOR OREGON SN-FAGM 161-D(3) HAS BEEN CONSIDERED BY THE WPB AND APPROVED BY THEM BUT THE CONCRETE PAVING ON OREGON SN-FAP 161-D(4) HAS ALSO BEEN CONSIDERED BY THE WPB AND FOUND TO BE NON-ESSENTIAL TO THE WAR EFFORT AND HAS BEEN DISAPPROVED BY THE WPB=

:CAUFIELD.

10568-E SN-FAGM 161-D(3) WPB SN-FAP 161-D(4) WPB WPB.

Facilities Review Committee
of W.P.B.

161-L-4

CROSS REFERENCE SHEET

Name or Subject: Jay F. Oldham property near Judkins Point (South of Eugene)

File No.

Regarding

Notification, letter of Feb. 24, 1943, from Jay F. Oldham, Eugene, that he is holding the State liable for damage that may occur to his property in Eugeneas result of construction of Judkins Point Over-crossing.

G. S. Paxson's report attached.

Date: 3/11/43

SEE

Name or Subject: ADMINISTRATION
Insurance
Property Damage

File No.

File cross reference form under name or subject at top of the sheet and by the latest date of papers. Describe matter for identification purposes. The papers, themselves should be filed under name or subject after "SEE."

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FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

February 24, 1943

161-D-4

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Oregon SN-FAP 161-D (4)
Judkins Point Section
Pacific Highway

Dear Sir:

We are fgrwarding herewith, for your files, an executed copy of the _____ project agreement and certificate for the above-numbered project.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
L. J. Caufield
Sr. Highway Engineer

Encl.

RECEIVED
FEB 25 1943

Wa 4 pr 16343

Form P. R. 2

State Oregon

Federal Aid Project No. [redacted]

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 24th day of November, 1942

by and between Oregon State Highway Commission

, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Federal Works Administrator, hereinafter called the Administrator, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the [redacted] day of [redacted], 19[redacted], a revised project statement, which was approved on the [redacted] day of December, 19[redacted], for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated for the administration of the Federal Highway Act, has furnished surveys, plans, specifications, and estimates for Section [redacted] of said project which were recommended for approval by the District Engineer of the Public Roads Administration on the [redacted] day of April, 19[redacted]; and

Whereas the Administrator has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of [redacted] dollars ($[redacted]) as the share of the United States payable under said act on account of Section [redacted] of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Administrator do hereby mutually agree as follows:

10—11379

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(a) By the State Chap. 175, Laws 1917; Chap. 31, Laws 1929; Chap. 309, Laws 1929 (Include date and citation of act of legislature by which authorized)

(b) From other sources

(State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between Survey Station 161+87 on Walnut Street in Eugene (unincorporated) and Survey Station 214+00 in Sec. 34, T. 17 S., R. 3 W., excepting therefrom the portion between Survey Station 170+26 and Survey Station 191+70, length 0.581 of a mile, in Lane County, being Section B(4) of Oregon Federal Aid project No. [illegible] consisting of 0.581 of a mile of roadway and no bridges, none of more than 20 feet clear span.

16—11379 GPO

RECEIVED DEC 15 1942 DISTRICT 1

RECEIVED FEB 13 1943 DISTRICT 1

RECEIVED DEC 15 1942 DISTRICT 1

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Administrator or his agents, and in accordance with the laws of said State, the rules and regulations of the Administrator, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Administrator or his authorized representatives. Such construction work as may be performed by force account shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Administrator, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

16—11879

This project is located on the strategic network of highways and is subject to certain provisions of the Defense Highway Act of 1941, approved November 19, 1941 (Pub. Law No. 295 - 77th Cong.)

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section D(4) of said project shall not in any event exceed the sum of one hundred fifteen thousand, two hundred forty and 00/100 dollars ($ 115,240.00), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of one hundred forty-two thousand, two hundred sixty-eight and 19/100 dollars ($ 142,268.19), the approved total estimated cost of Section D(4) of said project.

PAYMENTS

ARTICLE V. As the construction of said project progresses, the Administrator shall from time to time draw warrants on the Secretary of the Treasury for the payment to

The State Treasurer
(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon
(Name)
of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Administrator after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

The Administrator reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chap. 589, Laws 1939
(Include reference to statute authorizing

funds and probable amount annually available)

RECEIVED
FEB 18 1943
DISTRICT 1

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the consideration and making of needed repairs to preserve a smooth-surfaced highway.

RECEIVED
DEC 18 1942
DISTRICT 1
GPO 16—11376

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Administrator on the _____ day of JAN 18 1943, 19__

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By _____
Chairman, State Highway Commission
(Title of officer)

By Thos. MacDonald
Member, State Highway Commission
(Title of officer)

By Herman Oliver
Member, State Highway Commission
(Title of officer)

By _____
_____
(Title of officer)

By _____
_____
(Title of officer)

FEDERAL WORKS ADMINISTRATOR,

By W. C. Tenny
Acting Commissioner of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE 16—11879

Form PR. 8—Revised

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

THE SECRETARY OF THE TREASURY, AND

THE STATE HIGHWAY DEPARTMENT OF THE STATE OF Oregon

Pursuant to the acts above cited, I hereby certify—

FIRST. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Agency as Federal Aid Project No. SR-PAP 161-B(4) State of Oregon

SECOND. That in accordance with said provisions I have approved the sum of $ 142,268.19 as the total estimated cost of said project, and the sum of $ 115,[illegible].00 as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this _____ day of _____ one thousand nine hundred and JAN 18 1943

FEDERAL WORKS ADMINISTRATOR,

By _____
Acting Commissioner of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE 16—10139

RECEIVED
DEC 28 1942
FOR FILING

161-29-4

Dec. 26, 1942.

Mr. W. H. Lynch,
District Engineer,
Public Roads Administration,
P. O. Box 3900,
Portland, O e.

Attention - Mr. Caufield

Dear Sir:

In reference to PD-1A Application and your letters concerning 16" water pipe required by the Eugene Water Board, to change the water main to conform to changes in the relocation of the Pacific Highway and the S.P.Railroad at the Judkins Point Section.

We have received a reply from the Eugene Water Board, a copy of which is attached herewith. It appears that the Eugene Water Board cannot use any of the pipe shown in the lists which we have forwarded to them to date. The change in the water main and the construction of the Judkins Point Section, will be delayed until the 16" water pipe is made available.

I believe that the PD-1A Application requesting a preference rating high enough to purchase new pipe should be forwarded to the War Production Board for their approval.

We can also continue to check through the lists from the Conservation Division and forward those lists which show 16" water pipe, to the Eugene Water Board.

If used pipe that is satisfactory to the Eugene Water Board can be procured, it will not be necessary to use the preference rating made available by the PD-1A Application when it is approved.

Yours very truly,

R. H. BALDOCK,
CHIEF ENGINEER.

M

RECEIVED
DEC 3 1942
FOR FILING

161-19-L

Salem
December 2, 1942

Relocation of water main
in Eugene

Mr. H. G. Smith
Construction Engineer
O F F I C E

Please note attached from K. D. Lytle in reference to relocation of 16" cast iron pipe line along Franklin Boulevard in Eugene.

I wish you would prepare a draft of a letter, addressed to Mr. McArthur, which he can use in obtaining the necessary priorities. Upon receipt of this I will send a copy to the Southern Pacific Company and ask them to furnish Mr. McArthur a similar letter.

I would like to discuss this matter with you.

CBM:MC
encl.

C.B. McCullough

RECEIVED
NOV 18 1942
FOR FILING
(Stencil #28)
FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE NO. 161-D-4

POST OFFICE BUILDING
PORTLAND, OREGON

November 16, 1942

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Oregon SN-FAP 161-D (4)
Judkins Point Section
Pacific Highway

Dear Sir:

We are forwarding herewith two copies of proposed project agreement for signature and return to this office.

Enclosed is an approved copy of the detail estimate, upon which the agreement was based, together with approved copy of specifications.

Very truly yours,

W. H. LYNCH
District Engineer

By L. Caufield
L. J. Caufield
Sr. Highway Engineer

RECEIVED
NOV 17 1942

For

RECEIVED
NOV 5 '42
FOR FILING

161-D-4

Western Pacific Railway

Salem, Oregon
October 23, 1942

R.R. Connection at Eugene

Mr. K. D. Lytle
Division Highway Engineer
Roseburg, Oregon

Dear Sir:

Attached hereto for your information is a copy of a letter from the Southern Pacific Company, regarding the disposition of the $10.00 claim of the Eugene Sand and Gravel Company for additional pavement removal near the East 8th Avenue crossing.

Very truly yours,

R. E. BALDOCK
Chief Engineer

By

S. E. Probert
Office Engineer

Dict. by L. R. Parsons/GS

Encl.

cc Mr. E. E. Umphlette

S-3600

Southern Pacific Company

UNION STATION, PORTLAND, OREGON

IN REPLY PLEASE REFER TO

October 21, 1942

GMO 19367

M. L. JENNINGS,
SUPERINTENDENT

Mr. R. H. Baldock, Chief Engineer
Oregon State Highway Commission
Salem, Oregon

Dear Sir:

Please be referred to your letter of October 13th transmitting bill in the amount of $10.00 from the Eugene Sand & Gravel Company covering the cost of breaking out additional pavement in the vicinity of 8th Street in connection with the relocation of the Railroad and Highway at Eugene.

We wish to thank you for your assistance in having this work done in this manner and wish to advise that we will arrange to pay the Eugene Sand & Gravel Company direct for this work.

Very truly yours,

M. L. Jennings

RECEIVED
OCT 23 1942
STATE HIGHWAY COMMISSION

October 13, 1942

Mr. M. L. Jennings
Division Superintendent
Southern Pacific Lines
Union Station
Portland, Oregon

Dear Sir:

In order to complete the grading for the new railway location in the vicinity of East 8th Avenue and Franklin Boulevard in Eugene, the State arranged with the Eugene Sand & Gravel Company to perform the pavement removal work and to furnish the fill materials.

Our Resident Engineer, L. E. Umphlette, advises that in connection with this work the gravel company was required to remove an extra width of pavement to accommodate future track location, and that the extra cost should be borne by your company.

We have asked the Eugene Sand & Gravel Company to submit a separate bill for this work, which amounts to a $10.00 cost, and this bill is enclosed with a request that you pay the claim direct, or advise how you wish it to be handled. There is also enclosed a blueprint sketch map showing the areas of pavement removed by the gravel company, including the extra width referred to above.

Very truly yours,

R. H. Baldock
Chief Engineer

Encl.

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
Oct. 9, 1942

SUBJECT: 20-1041

To:

S. H. Probert
Office Engineer

Dear Sir:

The attached invoices from the Eugene Sand & Gravel Company have been made out in accordance with your letter of September 28th.

Very truly yours,

K. D. Lytle

K. D. LYTLE
Division Engineer

encs

Acct 996

Salem, Oregon
September 28, 1942

R. R. Connection at Eugene

Mr. K. D. Lytle
Highway Division Engineer
Roseburg, Oregon

Dear Sirs

The quantities of fill and pavement removal work, as shown on the attached quantity summary sheet as performed by the Eugene Sand and Gravel Company, have been verified by a check against the notes as submitted by Mr. Gaphlotte.

The correct procedure would be to have the gravel company submit invoices in a sufficient number of copies so that two approved copies will be available for the Salem Office.

It is suggested that two separate invoices be prepared, one invoice for the 5,562.1 cubic yards of gravel in fill at $0.70 and 699.8 square yards of pavement removal at $0.50 to total $4,243.37, and another invoice for the 20.0 square yards of pavement removal to be paid by the Southern Pacific Company, amounting to $10.00. The latter invoice can be made against the State, and we will endeavor to have the railroad company pay it direct to the gravel company.

Very truly yours,

R. H. BALDOCK
Chief Engineer

By

S. H. Probert
Office Engineer

Dist. by L. E. Parsons/ER

Form 00-00-00

OREGON STATE HIGHWAY DEPARTMENT—QUANTITY SUMMARY SHEET

S. F. O. 20-1041-221

Section Jetkins Point — Federal — Estimate No. — Job Prefix No. 20-1041 — Work done to

Kind of work Const. Temp. R. R. Connection — Highway Pacific — Specified date of completion

Contractor Eugene Sand & Gravel Company — County Lane — Estimated date of completion

Item	Unit	Unit Price	Original Authorization Quantity	Original Authorization Amount	Estimate Corrected to Date Quantity	Estimate Corrected to Date Amount	Performed to Date Quantity	Performed to Date Amount	To Complete Project Quantity	To Complete Project Amount
1. Gravel in Fill	cu.yd.	0 70	5,000	3,500 00	5,562.1	3,893 47	5,562.1	3,893 47		
2. Pavement Removal	sq.yd.	0 50	650	325 00	719.8*	359 90	719.8	359 90		
Totals				3,825 00		4,253 37		4,253 37		

* The Southern Pacific Company is to reimburse the Oregon State Highway Department for 20.0 Sq. Yd. of Pavement Removal. (See [illegible])

Total authorizations approved to date, $.....

INSTRUCTIONS—Include in "Estimate Corrected to Date" absolutely every item of cost that it is possible to anticipate, including extra work and state force work, and, for the purpose of this report, estimate all quantities liberally so that the actual final cost will be less, rather than more than the cost shown hereon. List under the heading "Performed Since Last Estimate" all work to be paid for on the current estimate. Do not include "Materials on Hand" on this form.

F. F. Hughes

OREGON STATE HIGHWAY DEPARTMENT—QUANTITY SUMMARY SHEET

S. F. O. 20-1041-221

Estimate No. ..... Job Prefix No. 20-1041 Work done to ....., 19.....

R. Connection Highway Pacific Specified date of completion ....., 19.....

rel Company County Lane Estimated date of completion ....., 19.....

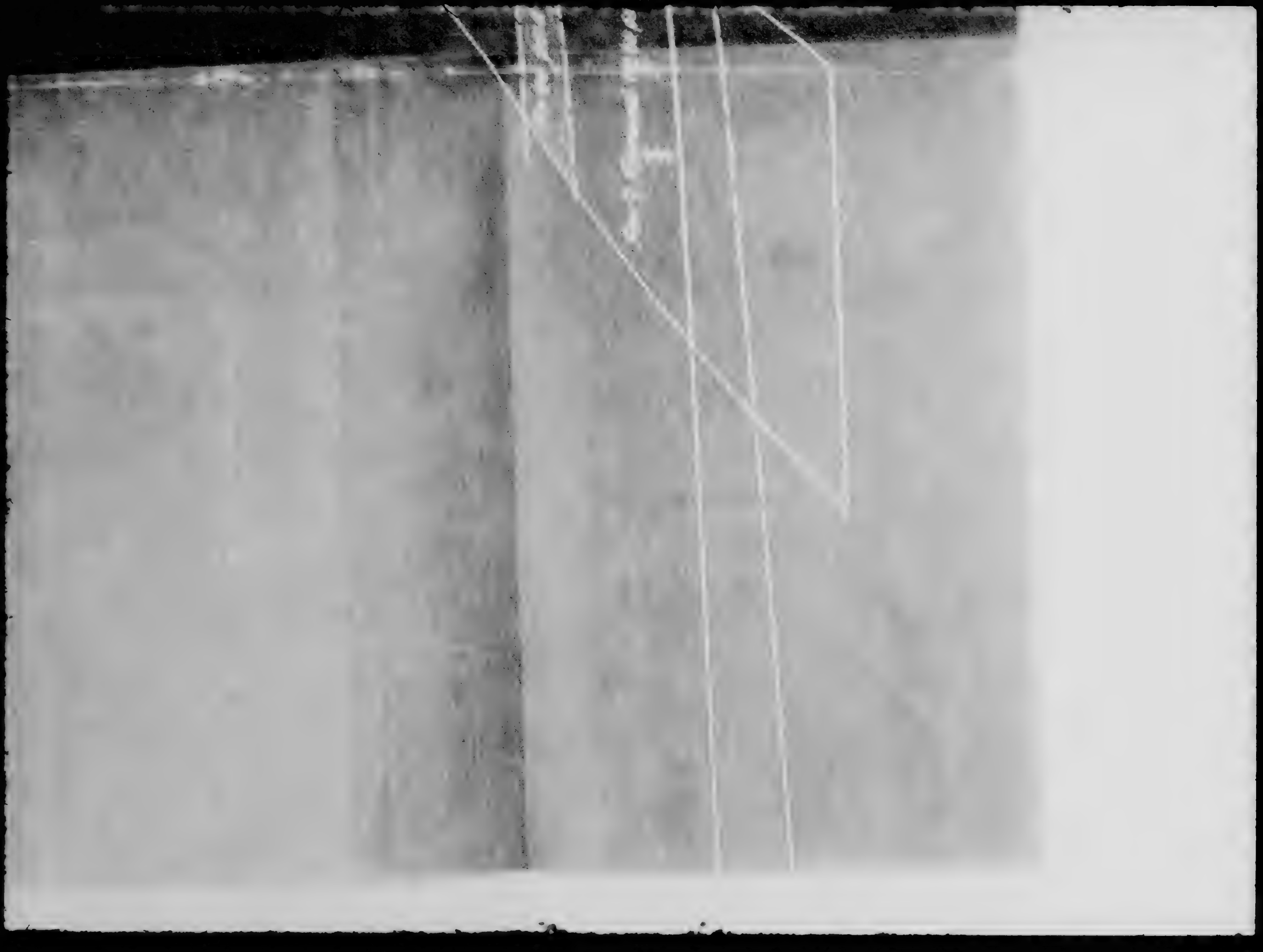
	Unit	Unit Price	Original Authorization		Estimate Corrected to Date		Performed to Date		To Complete Project		Performed Since Last Estimate	
			Quantity	Amount	Quantity	Amount	Quantity	Amount	Quantity	Amount	Quantity	Amount
	cu.yd.	0 70	5,000	3,500 00	5,562.1	3,893 47	5,562.1	3,893 47				
	sq.yd.	0 50	650	325 00	719.8*	359 90	719.8	359 90				
			3,825 00		4,253 37		4,253 37					

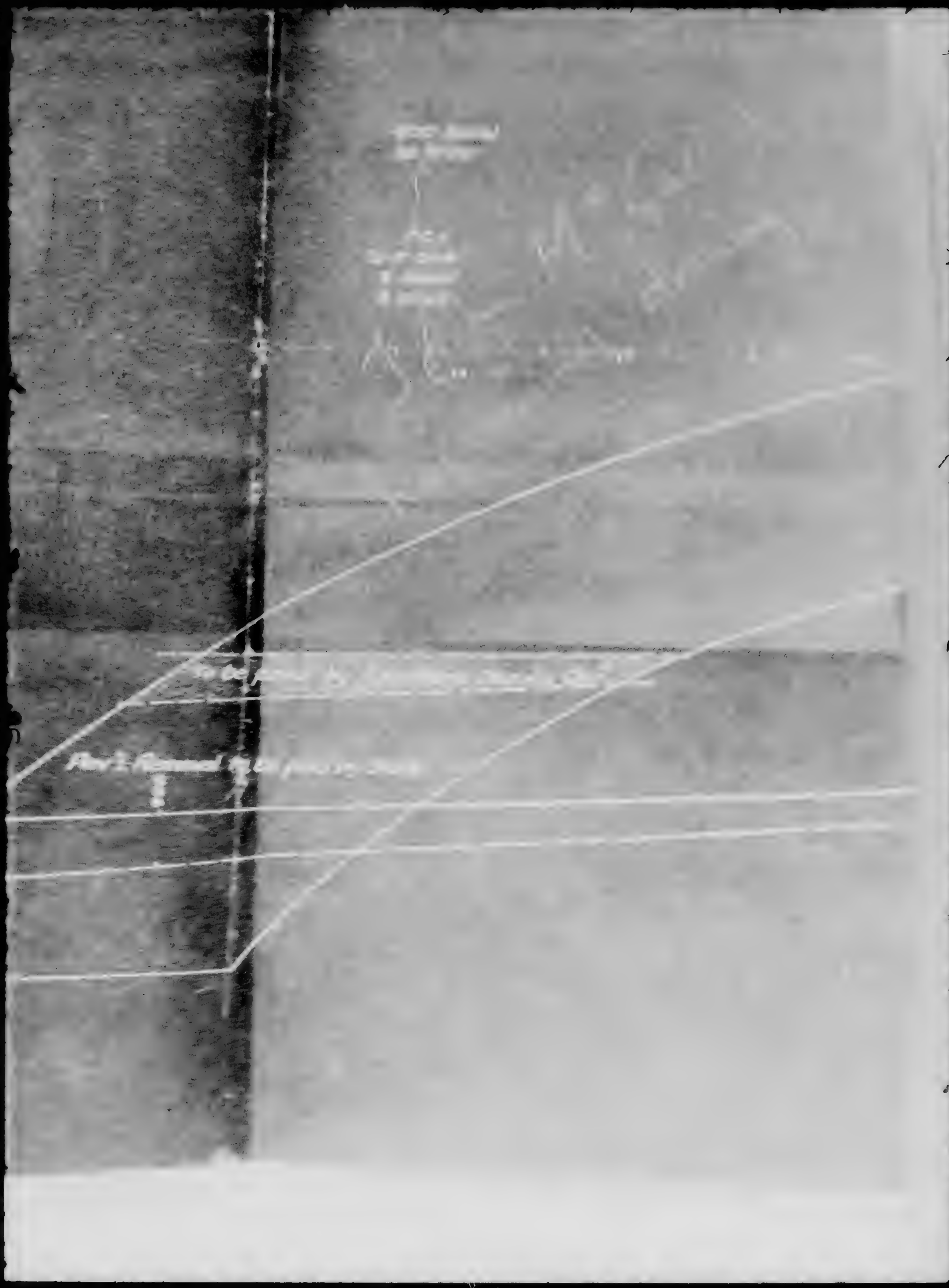
fic Company is to reimburse the Oregon State Highway Department for 20.0 Sq. Yd. of Pavement Removal. (See Sketch Map)

te, $.....

INSTRUCTIONS—Include in "Estimate Corrected to Date" absolutely every item of cost that it is possible to anticipate, including extra work and state force work, and, for the purpose of this report, estimate all quantities liberally, so that the actual final cost will be less, rather than more than the cost shown hereon. List under the heading "Performed Since Last Estimate" all work to be paid for on the current estimate. Do not include "Materials on Hand" on this form.

E. E. Unglbert ....., Engineer in Charge





RECEIVED
OCT 24 1942
FOR FILING

161-D-4

October 23, 1942.

Mr. W. H. Lynch,
District Engineer
Public Roads Administration
P. O. Box 3900
Portland, Oregon

Subject: Application #12 for Asphaltic Tar

Dear Sir:

Please find enclosed herewith four copies of Form P-1, Application for Certificate of Necessity for Bituminous Materials required on the Judkins Point Contract No. 2552, [illegible] (4).

A total of 68 tons of tar will be required on this project instead of 43 tons, as shown in the specifications. Thirty-eight tons have been used to date, which was delivered before October 15, and thirty tons more will be required. The additional tar was required to patch out and repair cross streets and approaches over which heavy traffic is being routed while this project is under construction.

Yours very truly,

S. B. McCullough
Assistant Chief Engineer

[illegible]

cc - R. H. Clymer

IVED
L 6 1942
FILING

161-B-4

October 3, 1942

Mr. W. H. Lynch
District Engineer
Public Roads Administration
Post Office Box 3900
Portland, Oregon

Dear Sir:

Herewith are enclosed seven copies of estimate as basis for project agreement for the Jumkine Point Section, Project No. SM-PAP 161-B (4).

Very truly yours,

R. H. BALDOCK
Chief Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Hankins

Encl.

Oregon State Highway Department — Federal Aid Project No. SH-FAP 161-B (4)

WORKING POINT SECTION OF THE PACIFIC HIGHWAY IN LANE COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, October 1, 1942

WITHIN CITY OF EUGENE

6th Roadway (Sta. 161+87 to 170+26)

All Required		Clearing and Grubbing		$ 1,545.00
1,650	sq. yds.	Removal of Pavement	.50	825.00
300	cu. yds.	Structural Excavation, Common	1.50	450.00
20	cu. yds.	Trench Excavation, Common	1.50	30.00
10	cu. yds.	Trench Excavation, Solid Rock	5.00	50.00
2,350	cu. yds.	General Excavation, Common	.37	869.50
41,400	yd. stas.	Short Overhaul	.02	828.00
50	C-yd.stas.	Long Overhaul	.40	20.00
300	lin. ft.	Bonding Subbanks	.15	45.00
.15	mile	Finishing Roadbed and Slopes	600.00	90.00
1,440	sq. yds.	Erecting and Placing Topsoil	1.00	1,440.00
210	lin. ft.	8" Sewer Pipe	.65	136.50
70	lin. ft.	12" Sewer Pipe	1.15	80.50
110	lin. ft.	15" Sewer Pipe	1.50	165.00
170	lin. ft.	18" Concrete Pipe	1.15	172.50
220	lin. ft.	24" Concrete Pipe	3.25	715.00
2	only	Adjustment of Manholes	100.00	200.00
2	only	Concrete Catch Basins	50.00	100.00
2	only	Concrete Inlets	50.00	100.00
1	only	Type "A" Manhole	100.00	100.00
100	lin. ft.	2" Galvanized Water Pipe	.40	40.00
60	lin. ft.	Extra for Installing Pipe Under Pavement	1.50	90.00
190	sq. yds.	Concrete Curb and Gutter	30.00	5,700.00
30	sq. yds.	Concrete Driveways	3.00	90.00
500	sq. yds.	Concrete Walks	2.00	1,000.00
150	lin. ft.	Expansion Joints in Walks	.10	15.00
3	only	Road Sight Posts	3.00	9.00
150	lin. ft.	Road Guard Rail	1.50	225.00
All Required		Constructing Recesses for Curb Markers (60%)		60.00
90	lin. ft.	3/4" Electrical Conduit	.30	27.00
1,600	cu. yds.	3" - 0" Material in Base	1.50	3,240.00
90	cu. yds.	3/4" - 0" Material in Leveling Course and Shoulders	3.00	270.00

220	cu. yds.	½" - 0" Material in Subbase Course	$ 3.00	$ 660.00
90	cu. yds.	Filler	.50	45.00
90	yd. mi.	Hauling Filler	.15	13.50
100	Mgals.	Sprinkling	2.00	190.00
7,200	sq. yds.	Portland Cement Concrete Pavement	2.90	20,880.00
220	lin. ft.	Expansion Joints in Pavement	.30	66.00
5,000	lin. ft.	Contraction Joints	.10	500.00
100	only	Pipe Bevels	.30	30.00
10	tons	Class "B" Asphaltic Concrete	7.00	70.00
4	tons	Class "C" Asphaltic Concrete	5.00	20.00
15	hours	Roadside Grading With Bulldozer	10.00	150.00
.50	acre	Seeding	40.00	20.00
1.0	ton	Commercial Fertilizer	70.00	70.00
		Subtotal		$ 41,709.50
		10% Engr. & Cont.		4,170.96
		Total		$ 45,964.16
		Length	.193 mile	
		Cost per mile	$ 289,0[illegible]2.76	

OUTSIDE CITY OF KUSKOV

48' Roadway (Sta. 191+79 to 202+16.6)

All Required		Clearing and Grubbing		$ 1,954.00
100	cu. yds.	Structural Excavation, Common	$ 1.50	150.00
30	cu. yds.	Trench Excavation, Common	1.50	45.00
400	cu. yds.	General Excavation, Common	.37	148.00
220,000	yd. sta.	Short Overhaul	1.00	4,400.00
500	C-yd.stas.	Long Overhaul	.40	200.00
0.16	mile	Finishing Roadbed and Slopes	600.00	96.00
900	sq. yds.	Hand-placed Rock Slopes	3.00	2,700.00
500	cu. yds.	Excavating and Placing Topsoil	1.00	500.00
60	lin. ft.	8" Sewer Pipe	1.65	99.00
30	lin. ft.	12" Concrete Pipe	1.15	34.50
95	lin. ft.	18" Concrete Pipe	2.85	270.75
70	lin. ft.	24" Concrete Pipe	3.25	227.50
40	lin. ft.	Salvaging Culvert Pipe	1.00	40.00
1	only	Concrete Catch Basin	50.00	50.00
1	only	Concrete Inlet	50.00	50.00
120	cu. yds.	Concrete Curb and Gutter	30.00	3,600.00
20	sq. yds.	Concrete Driveways	3.00	60.00
90	lin. ft.	Wood Guard Rail	1.50	135.00
1,770	lin. ft.	Timber Handrail	1.60	2,832.00
2,300	cu. yds.	½" - 0" Material in Base Course	1.80	4,140.00
300	cu. yds.	½" - 3/4" Material in Leveling Course	3.00	900.00
[illegible]	lin. ft.	[illegible]	[illegible]	[illegible]
[illegible]	cu. yds.	½" - 0" Material in Base	[illegible]	[illegible]

100	cu. yds.	3/4" - 0" Material in Leveling Course and Shoulders	$ 3.00	$ 300.00
60	cu. yds.	3/4" - 0" Material in Footpath Foundation Course	3.00	180.00
120	cu. yds.	¼" - 0" Material in Cushion Course	3.00	360.00
140	cu. yds.	Filler	.50	70.00
140	yd. mi.	Hauling Filler	.15	21.00
140	M-gals.	Sprinkling	2.00	280.00
4,690	sq. yds.	Portland Cement Concrete Pavement	2.90	13,480.00
110	lin. ft.	Expansion Joints in Pavement	.30	33.00
2,900	lin. ft.	Construction Joints	.10	290.00
20	only	Pipe Bowls	.50	10.00
70	tons	Class "B" Asphaltic Concrete	7.00	490.00
1.40	acres	Seeding	40.00	56.00
1.2	tons	Commercial Fertilizer	70.00	133.00
100	cu. yds.	Furnishing and Placing Aggregates	9.00	900.00
20	tons	Furnishing and Placing [illegible] Tar	50.00	1,000.00
		Subtotal		$ 39,967.75
		10% Engr. & Cont.		3,996.77
		Total		$ 43,964.52
		Length	8.160 mile	
		Cost per mile	$ 774.77[illegible].25	

60' Roadway (Sta. 200+16.6 to 214+00)

All Required		Clearing and Grubbing		$ 2,345.00
250	sq. yds.	Removal of Pavement	$ .50	125.00
180	cu. yds.	Structural Excavation, Common	1.50	270.00
220	cu. yds.	General Excavation, Common	.37	81.40
121,600	yd. stas.	Short Overhaul	.02	2,432.00
1,350	C-yd.stas.	Long Overhaul	.40	540.00
0.26	mile	Finishing Roadbed and Slopes	600.00	156.00
220	cu. yds.	Excavating and Placing Topsoil	1.00	220.00
200	lin. ft.	8" Sewer Pipe	.65	130.00
640	lin. ft.	12" Sewer Pipe	1.50	960.00
20	lin. ft.	12" Concrete Pipe	1.15	23.00
65	lin. ft.	18" Concrete Pipe	2.25	146.25
5	only	Concrete Catch Basins	50.00	250.00
1	only	Concrete Inlets	90.00	90.00
2	only	Type "S" Manholes	100.00	200.00
40	lin. ft.	Extra for Installing Pipe Under Pavement	1.50	30.00
130	cu. yds.	Concrete Curbs and Gutter	30.00	3,900.00
160	sq. yds.	Concrete Driveways	3.00	480.00
2	only	Wood Sight Posts	3.00	6.00
730	lin. ft.	Timber Headrail	1.60	1,168.00
2,150	cu. yds.	3" - 0" Material in Base	1.80	3,870.00

100	cu. yds.	3/4" - 0" Material in Leveling Course and Shoulders	$ 3.00	$ 300.00
110	cu. yds.	3/4" - 0" Material in Footpath Foundation Course	3.00	330.00
240	cu. yds.	½" - 0" Material in Cushion Course	3.00	720.00
120	cu. yds.	Filler	.50	60.00
120	yd. mi.	Hauling Filler	.15	18.00
120	M-gals.	Sprinkling	2.00	240.00
9,050	sq. yds.	Portland Cement Concrete Pavement	2.90	26,245.00
190	lin. ft.	Expansion Joints in Pavement	.30	57.00
3,700	lin. ft.	Contraction Joints	.10	370.00
90	only	Pipe Bounds	.30	27.00
110	tons	Class "B" Asphaltic Concrete	7.00	770.00
10	hours	Roadside Grading With Bulldozer	10.00	100.00
0.5	acre	Seeding	40.00	20.00
0.6	ton	Commercial Fertilizer	70.00	42.00
48	cu. yds.	Furnishing and Placing Aggregates	5.00	200.00
6	tons	Furnishing and Placing MC-5 Tar	50.00	300.00
			Subtotal	$ 47,581.65
			10% Engr. & Cont.	4,758.16
			Total	$ 52,339.81

Length 0.265 mile
Cost per mile $ 189,770.26

SUMMARY OF FUNDS REQUIRED

Item	Total Cost	Federal Aid Funds	State Funds
62' Roadway	$ 45,964.16	$ 37,232.00	$ 8,732.16
48' Roadway	43,964.32	35,612.00	8,352.32
60' Roadway	52,338.81	42,396.00	9,943.81
	$ 142,268.49	$ 115,240.00	$ 27,028.49

State Funds for Construction: Chap. 175, Iowa 1917; Chap. 31, Iowa 1929; Chap. 329, Iowa 1939
State Funds for Maintenance: Chap. 329, Iowa 1939

JACK McNUTT
RES. PHONE 2033-M

McNUTT BROS.
GENERAL CONTRACTORS
TELEPHONE 221
EUGENE, OREGON

September 11, 1942

Mr. E. B. Lytle
State Highway Division Engineer
Roseburg, Oregon

Re: Contract #258- Sutkins Point Project.

Dear Sir:

Regards clearing, grubbing and grading on South Wye L. 4 line station 194+50 to station 200+00, also North Wye L. 3 line, station 195+00 to station 201+25, we are unable to proceed with work on account of some right away dispute. Our clearing gang will have to be layed off and we regret this as labor is very difficult to obtain. This clearing should have been done before, as our equipment is now ready to grade this area. Weather conditions are very favorable at present to complete this section in the next few days. A little later it will be very costly to move this grubbe in channel change and excavation.

If you can arrange to release this section immediately we will appreciate it very much.

Respectfully yours,

McNutt Brothers

J. Ira McNutt

cc:
R. H. Baldock, State Hwy. Eng., Salem, Ore.
H. G. Smith, Constr. Eng., Salem, Ore.
F. H. Umphlette, Res. Eng, Eugene

RECEIVED
JUL 28 1942
FOR FILING

161-D-4
C

July 27, 1942

Hewitt Brothers
351½ E. Broadway
Eugene, Oregon

Gentlemen:

We are sending to you today, by express, a fully executed copy of contract No. 2982 which was awarded to you on June 25, 1942, for grading and paving the Jasbins Point Section of the Pacific Highway, in Lane County.

This copy is for your records and files.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

NOTED
P. G. DeSart

RECEIVED
JUL 3 1942
FOR FILING

161-8-4

CLASS OF SERVICE

This is a full-rate Telegram or Cablegram unless its deferred character is indicated by a suitable symbol above or preceding the address.

WESTERN UNION

1201

SYMBOLS
DL=Day Letter
NT=Overnight Telegram
LC=Deferred Cable
NLT=Cable Night Letter
Ship Radiogram

A. N. WILLIAMS, PRESIDENT
NEWCOMB CARLTON, CHAIRMAN OF THE BOARD
J. C. WILLEVI, FIRST VICE-PRESI

(57)

The filing time shown in the date line on telegrams and day letters is STANDARD TIME at point of origin. Time of receipt is STANDARD TIME at point of destination

PRH17 17= Q 1 PORTLAND ORG 29 854A

H B GLAISYER SECRETARY=

OREGON STATE HIGHWAY COMMISSION SM=

1942 JUN 29 AM 9 03

CONFIRMING OUR TELEPHONE CONVERSATION RE JUDKIN POINT JOB, WE ARE ISSUING ALL INCIDENTAL INSURANCE FOR MCNUTT BROTHERS=

GENERAL INSURANCE CO OF AMERICA - C H CLEAVER=

RECEIVED
JUL 3 1942
FOR FILING

THE COMPANY WILL APPRECIATE SUGGESTIONS FROM ITS PATRONS CONCERNING ITS SERVICE

RECEIVED
JUN 29 19
FOR FILING

FORM S-125X 20M 11-41

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN
PORTLAND
HUGH W. McCULLOCH, MEMBER
CANYONVILLE
HERMAN OLIVER, MEMBER
JOHN DAY

161-D-4

OREGON
STATE HIGHWAY COMMISSION

R. H. BALDOCK, CHIEF ENGINEER
C. B. McCULLOUGH, ASS'T CHIEF ENGINEER
J. M. DEVERS, CHIEF COUNSEL
H. B. GLAISYER, SECRETARY

SALEM

June 29, 1942

IN REPLY PLEASE
REFER TO FILE NO.

Mr. E. E. Lynch
District Engineer
Public Roads Administration
Post Office Box 3900
Portland, Oregon

Attention: Mr. T. H. Davis

Dear Sir:

Herewith are three copies of encroachment resolution for the project on the Pacific Highway in Eugene, Project SH-PAP 161-D4, SH-PAGM 161-B3 (Cm).

Very truly yours,

R. H. BALDOCK
Chief Engineer

By O. C.

Omar Cutler
Asst. Staff Engineer

OCime

Encl.

Mr Nash

Fran

RECEIVED
JUN 27 1942
FOR FILING

161-19-4

June 26, 1942

McNutt Brothers
351½ E. Broadway
Eugene, Oregon

Gentlemen:

We are sending you today, by express, four copies of contract No. 2582 which was awarded to you on June 25, 1942, by the State Highway Commission covering grading and paving of the Judkins Point Section of the Pacific Highway, in Lane County.

Will you kindly execute all four copies of this contract as to agreement and bond and return them to this office for approval by the State Highway Commission. When this has been done a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the paragraph under Section 6, Page 15, of the printed General Provision, relating to the Workmen's Compensation Act. You are expected to accept the terms of this Act and to carry on your work under this contract in strict conformance thereto.

Your attention is also called to the paragraph on the same page relating to the payment by the contractor of amounts due hospital association, et cetera.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

MH

NOTED
D. G. DeSart

RECEIVED
JUN 26 1942
FOR FILING

161-29-4

June 26, 1942

McHutt Brothers
351½ E. Broadway
Eugene, Oregon

Gentlemen:

The State Highway Commission, on June 25, 1942, awarded you the contract for 1.03 miles grading and paving the Judkins Point Section of the Pacific Highway, in Lane County. This award was based on your low bid of $360,708.50, using bars, submitted on that date.

Contract forms will be sent to you for execution within a few days.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

[redacted]

cc - S. H. Probert
C. S. Fensen

RECEIVED
JUN 29 1942
FOR FILING

161-D-4

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

June 25, 1942

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to confirm our verbal concurrence in award of contract, as of this date, for Oregon Federal Aid Project No. SN-FAP 161-D (4) and Federal Aid Grade Separation Project No. SN-FAGS 161-D (3)(Om), the Judkin's Point Section of the Pacific Highway, to McNutt Bros., Eugene, Oregon, who submitted the low bid on the basis of using tar.

Very truly yours,

W. H. LYNCH
District Engineer

RECEIVED
JUN 29 1942

RECEIVED
NOV 16 1942
FOR FILING

June 22, 1942

Mr. W. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland, Oregon

Dear Sir:

We are enclosing herewith seven copies of revised estimate to accompany plans and specifications for the Judkins Point Section, Project No. SH-FAP 161-D (4).

Under the 48' Roadway Section (Sta. 191+70 to [illegible]+16.6) the alternate quantities for "Furnishing and Placing 15A-200 Asphalt" and "Furnishing and Placing RT-8 Tar" have been revised to read 17 tons and 20 tons, respectively.

Five blueprint copies of the quantity summary sheet and ten copies of the proposal bid sheet number 6 are being sent under separate cover.

Very truly yours,

R. H. BALDOCK
Chief Engineer

By

S. H. Probert
Office Engineer

Dictated by J. H. Nash/ZZ

Encl.

Oregon State Highway Department — Federal Aid Project No. SW-PAF 161-D (4)

INKLINE POINT SECTION OF THE PACIFIC HIGHWAY IN LANE COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, June 22, 1942

WITHIN CITY OF EUGENE

62' Roadway (Sta. 161+87 to 170+26)

All Required		Clearing and Grubbing		$ 400.00
1,850	sq. yds.	Removal of Pavement	$ .50	$ 925.00
300	cu. yds.	Structural Excavation, Common	2.00	600.00
20	cu. yds.	Trench Excavation, Common	2.00	40.00
10	cu. yds.	Trench Excavation, Solid Rock	4.00	40.00
7,380	cu. yds.	General Excavation, Common	.40	952.00
41,400	yd. stns.	Short Overhaul	.02	828.00
50	C-yd.stns.	Long Overhaul	.40	20.00
300	lin. ft.	Rounding Cutbanks	.10	30.00
.15	mile	Finishing Roadbed and Slopes	1,000.00	150.00
1,440	sq. yds.	Excavating and Placing Topsoil	.60	864.00
210	lin. ft.	8" Sewer Pipe	.80	168.00
70	lin. ft.	12" Sewer Pipe	1.30	91.00
110	lin. ft.	15" Sewer Pipe	1.60	176.00
150	lin. ft.	12" Concrete Pipe	1.50	225.00
220	lin. ft.	24" Concrete Pipe	4.00	880.00
2	only	Adjustment of Manholes	30.00	60.00
6	only	Concrete Catch Basins	35.00	210.00
2	only	Concrete Inlets	30.00	60.00
1	only	Type "B" Manhole	90.00	90.00
100	lin. ft.	1½" Galvanized Water Pipe	1.00	100.00
60	lin. ft.	Extra for Installing Pipe Under Pavement	1.00	60.00
190	cu. yds.	Concrete Curb and Gutter	30.00	5,700.00
30	sq. yds.	Concrete Driveways	2.50	75.00
500	sq. yds.	Concrete Walks	2.00	1,000.00
150	lin. ft.	Expansion Joints in Walks	.10	15.00
3	only	Wood Sight Posts	3.00	9.00
150	lin. ft.	Wood Guard Rail	2.00	300.00
All Required		Constructing Recesses for Curb Markers (80%)		80.00
90	lin. ft.	3/4" Electrical Conduit	.60	54.00
1,800	cu. yds.	3" - 0" Material in Base	1.50	2,700.00

[illegible]	cu. yds.	3/4" - 0" Material in Leveling Course and Shoulders	$ 2.50	$ 225.00
250	cu. yds.	½" - 0" Material in Cushion Course	2.50	750.00
[illegible]	cu. yds.	Filler	.40	56.00
90	yd. mi.	Hauling Filler	.15	13.50
50	M-gals.	Sprinkling	2.00	100.00
7,200	sq. yds.	Portland Cement Concrete Pavement	2.65	19,080.00
220	lin. ft.	Expansion Joints in Pavement	.30	66.00
3,800	lin. ft.	Construction Joints	.05	190.00
100	only	Pipe Dowels	.30	30.00
10	tons	Class "B" Asphaltic Concrete	7.00	70.00
4	tons	Class "C" Asphaltic Concrete	7.00	28.00
15	hours	Roadside Grading with Bulldozer	8.00	120.00
.50	acre	Seeding	30.00	15.00
1.0	ton	Commercial Fertilizer	60.00	60.00
		Subtotal		$ 37,635.50
		10% Engr. & Cont.		3,763.55
		Total		$ 41,399.05
		Length	.153 mile	
		Cost per mile	$ 260,371.38	

OUTSIDE CITY OF HOOPER

4th Roadway (Sta. 191+70 to 209+16.6)

All Required		Clearing and Grubbing		$ 400.00
100	cu. yds.	Structural Excavation, Common	$ 2.00	200.00
30	cu. yds.	Trench Excavation, Common	2.00	60.00
400	cu. yds.	General Excavation, Common	.40	160.00
220,000	yd. stas.	Short Overhaul	.02	4,400.00
500	C-yd.stas.	Long Overhaul	.40	200.00
0.26	mile	Finishing Roadbed and Slopes	1,000.00	260.00
900	cu. yds.	Hand-placed Rock Slopes	2.00	1,800.00
600	cu. yds.	Excavating and Placing Topsoil	.60	400.00
60	lin. ft.	8" Sewer Pipe	.80	48.00
30	lin. ft.	12" Concrete Pipe	1.50	45.00
55	lin. ft.	18" Concrete Pipe	2.50	137.50
70	lin. ft.	24" Concrete Pipe	4.00	280.00
70	lin. ft.	Salvaging Culvert Pipe	1.00	70.00
1	only	Concrete Catch Basin	35.00	35.00
1	only	Concrete Inlet	30.00	30.00
120	cu. yds.	Concrete Curb and Gutter	30.00	3,600.00
20	sq. yds.	Concrete Driveways	2.50	50.00
90	lin. ft.	Foot Guard Rail	2.00	180.00
1,770	lin. ft.	Timber Headwall	1.50	2,655.00
2,300	cu. yds.	3" - 0" Material in Base	1.50	3,450.00
300	cu. yds.	1½" - 3/4" Material in Leveling Course	2.50	750.00

100	cu. yds.	3/4" - 0" Material in Leveling Course and Shoulders	$ 2.50	$ 250.00
60	cu. yds.	3/4" - 0" Material in Footpath Foundation Course	2.50	150.00
120	cu. yds.	3" - 0" Material in Cushion Course	2.50	300.00
140	sq. yds.	Filler	.40	56.00
140	yds. ml.	Scaling Filler	.15	21.00
140	M-gals.	Sprinkling	2.00	280.00
4,670	sq. yds.	Portland Cement Concrete Pavement	2.65	12,375.50
110	lin. ft.	Expansion Joints in Pavement	.30	33.00
2,900	lin. ft.	Contraction Joints	.05	145.00
30	only	Pipe Dowels	.50	15.00
70	tons	Class "F" Asphaltic Concrete	7.00	490.00
1.40	acres	Seeding	30.00	42.00
1.9	tons	Commercial Fertilizer	60.00	114.00
180	cu. yds.	Furnishing and Placing Aggregates	4.00	720.00
17	tons	Furnishing and Placing RT-2 Asphalt	30.00	510.00
20	tons	Furnishing and Placing RT-2 Tar	55.00	[illegible]
			Subtotal	$34,679.50
			10% Engr. & Cont.	[illegible]
			Total	$38,100.50
		Length	0.150 mile	
		Cost per mile	$258,143.33	

60' Roadway (Sta. 200+16.6 to 214+00)

All Required		Clearing and Grubbing		$ 600.00
230	sq. yds.	Removal of Pavement	$ .50	115.00
180	cu. yds.	Structural Excavation, Common	2.00	360.00
220	cu. yds.	General Excavation, Common	.40	88.00
121,600	yd. stas.	Short Overhaul	.02	2,432.00
1,350	C-yd.stas.	Long Overhaul	.40	540.00
0.26	mile	Finishing Roadbed and Slopes	1,000.00	260.00
220	cu. yds.	Excavating and Placing Topsoil	.60	132.00
200	lin. ft.	8" Sewer Pipe	.80	160.00
640	lin. ft.	15" Sewer Pipe	1.60	1,024.00
20	lin. ft.	12" Concrete Pipe	1.50	30.00
65	lin. ft.	18" Concrete Pipe	2.50	162.50
5	only	Concrete Catch Basins	35.00	175.00
1	only	Concrete Inlets	30.00	30.00
1	only	Type "B" Manholes	90.00	180.00
20	lin. ft.	Extra for Installing Pipe Under Pavement	1.00	20.00
130	cu. yds.	Concrete Curbs and Gutter	30.00	3,900.00
160	sq. yds.	Concrete Driveways	2.50	400.00
2	only	Wood Sight Posts	3.00	6.00
730	lin. ft.	Timber Handrail	1.50	1,095.00
2,150	cu. yds.	3" - 0" Material in Base	1.50	3,225.00

100	cu. yds.	3/4" - 0" Material in Leveling Course and Shoulders	$ 2.50	$ 250.00
110	cu. yds.	3/4" - 0" Material in Footpath Foundation Course	2.50	275.00
240	cu. yds.	1" - 0" Material in Cushion Course	2.50	600.00
120	cu. yds.	Filler	.40	48.00
120	yd. mi.	Hauling Filler	.15	18.00
120	M-gals.	Sprinkling	2.00	240.00
9,050	sq. yds.	Portland Cement Concrete Pavement	2.65	23,982.50
100	lin. ft.	Expansion Joints in Pavement	.30	27.00
5,700	lin. ft.	Contraction Joints	.05	285.00
90	only	Pipe Dowels	.30	27.00
110	tons	Class "B" Asphaltic Concrete	7.00	770.00
10	hours	Roadside Grading with Bulldozer	8.00	80.00
0.5	acre	Seeding	30.00	15.00
0.6	ton	Commercial Fertilizer	60.00	36.00
40	cu. yds.	Furnishing and Placing Aggregates	4.00	160.00
5	tons	Furnishing and Placing 151-200 Asphalt	30.00	150.00
6	tons	Furnishing and Placing RT-8 Tar	35.00	(Alternate)
			Subtotal	$41,938.00
			10% Engr. & Cont.	4,193.80
			Total	$46,131.80
		Length	0.262 mile	
		Cost per mile	$ 176,075.57	

SUMMARY OF FUNDS REQUIRED

Item	Total Cost	Federal Aid Funds	State Funds
62' Roadway	$ 41,379.05	$ 33,515.00	$ 7,864.05
48' Roadway	38,102.90	30,866.00	7,236.90
60' Roadway	46,131.80	37,389.00	8,742.80
	$125,633.75	$101,770.00	$23,863.75

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June 12, 1942

Mr. W. E. Lynch
District Engineer
Public Roads Administration
Post Office Box 3900
Portland, Oregon

Dear Sir:

Reference is made to the revised P. S. & E. papers sent to you Wednesday, June 10, for the Judkins Point Section, Project No. SE-PAGE 161-D (3) (cn).

The revised plans provided for constructing the over-crossing structure of wood instead of concrete as originally planned, which considerably reduces the cost of the structure.

Accordingly, to take up all of the 1942 Federal Aid Grade Crossing funds programmed for the project, the beginning of the project was changed from Station 178+96 to Station 170+26, increasing the length of the roadway approaches and correspondingly reducing the length of Project No. SE-PAP 161-D (4).

Very truly yours,

R. H. BALDOCK
Chief Engineer

By

S. H. Probert
Office Engineer

Dictated by J. W. Nash/ER

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FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE
June 10, 1942

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

P.S. & E. documents for Oregon SN-FAP 161-D (4), the Judkin's Point Section of the Pacific Highway, have today been recommended for approval, subject to final review and approval by the Commissioner of Public Roads. This is your authority for advertising.

Our letter of April 11, 1942, authorized advertising of this project and requested several minor actions which have now been satisfactorily concluded.

Reference is called to our letter of June 10th requesting information needed to clarify the application for preference rating.

Very truly yours,

W. H. LYNCH
District Engineer

By: L. J. Caufield
L. J. Caufield
Sr. Highway Engineer

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JUN 12 1942
OREGON
STATE HIGHWAY COMMISSION

JUNKINS POINT SECTION

PROJECT NO. SM-FAP 161-D (4)

All necessary right of way has been acquired for this project.

R. H. BALDOCK
Chief Engineer

By

S. H. Probert
Office Engineer

June 10, 1942

Oregon State Highway Department — Federal Aid Project No. [illegible]

JUNKINS POINT SECTION OF THE PACIFIC HIGHWAY IN LANE COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, June 9, 1942

WITHIN CITY OF EUGENE

62' Roadway (Sta. 161+87 to 170+26)

All Required		Clearing and Grubbing		$ [illegible]
1,850	sq. yds.	Removal of Pavement	$ .50	[illegible]
300	cu. yds.	Structural Excavation, Common	2.00	[illegible]
20	cu. yds.	Trench Excavation, Common	2.00	40.00
10	cu. yds.	Trench Excavation, Solid Rock	4.00	40.00
2,380	cu. yds.	General Excavation, Common	.40	952.00
41,400	yd. stas.	Short Overhaul	.02	828.00
50	C-yd.stas.	Long Overhaul	.40	20.00
300	lin. ft.	Rounding Cutbanks	.10	30.00
.16	mile	Finishing Roadbed and Slopes	1,000.00	160.00
1,440	cu. yds.	Excavating and Placing Topsoil	.60	864.00
210	lin. ft.	8" Sewer Pipe	.80	[illegible]
70	lin. ft.	12" Sewer Pipe	1.30	[illegible]
110	lin. ft.	15" Sewer Pipe	1.60	[illegible]
150	lin. ft.	12" Concrete Pipe	1.50	[illegible]
220	lin. ft.	24" Concrete Pipe	4.00	[illegible]
2	only	Adjustment of Manholes	30.00	[illegible]
5	only	Concrete Catch Basins	50.00	[illegible]
2	only	Concrete Inlets	30.00	[illegible]
1	only	Type "B" Manhole	90.00	90.00
100	lin. ft.	2" Galvanized Water Pipe	1.00	100.00
60	lin. ft.	Extra for Installing Pipe Under Pavement	1.00	60.00
190	cu. yds.	Concrete Curb and Gutter	30.00	5,700.00
30	sq. yds.	Concrete Driveways	2.50	75.00
500	sq. yds.	Concrete Walks	2.00	1,000.00
150	lin. ft.	Expansion Joints in Walks	.10	15.00
3	only	Wood Sight Posts	3.00	9.00
150	lin. ft.	Wood Guard Rail	2.00	300.00
All Required		Constructing Recesses for Curb Markers (80%)		80.00
90	lin. ft.	3/4" Electrical Conduit	.60	54.00
1,800	cu. yds.	3" - 0" Material in Base	1.50	2,700.00

790	cu. yds.	3/4" - 0" Material in Leveling Course and Shoulders	$ 2.50	$ 225.00
220	cu. yds.	1" - 0" Material in Cushion Course	2.50	550.00
90	cu. yds.	Filler	.40	36.00
90	yd. mls.	Hauling Filler	.15	13.50
90	M-gals.	Sprinkling	2.00	180.00
7,200	sq. yds.	Portland Cement Concrete Pavement	2.65	19,080.00
220	lin. ft.	Expansion Joints in Pavement	.30	66.00
5,000	lin. ft.	Construction Joints	.05	250.00
100	only	Pipe Dowels	.30	30.00
10	tons	Class "B" Asphaltic Concrete	7.00	70.00
4	tons	Class "C" Asphaltic Concrete	7.00	28.00
15	hours	Roadside Grading With Bulldozer	8.00	120.00
.50	acre	Seeding	30.00	15.00
1.0	ton	Commercial Fertilizer	60.00	60.00
			Subtotal	$37,633.50
			10% Engr. & Cont.	3,763.35
			Total	$41,379.85
		Length	.159 mile	
		Cost per mile	$260,371.38	

OUTSIDE CITY OF EUGENE

48' Roadway (Sta. 191+70 to 200+16.6)

All Required		Clearing and Grubbing		$ 400.00
100	cu. yds.	Structural Excavation, Common	$ 2.00	200.00
30	cu. yds.	Trench Excavation, Common	2.00	60.00
400	cu. yds.	General Excavation, Common	.40	160.00
270,000	yd. stas.	Short Overhaul	.02	4,400.00
500	C-yd.stas.	Long Overhaul	.40	200.00
0.16	mile	Finishing Roadbed and Slopes	1,000.00	160.00
900	sq. yds.	Hand-placed Rock Slopes	2.00	1,800.00
800	cu. yds.	Excavating and Placing Topsoil	.60	480.00
60	lin. ft.	8" Sewer Pipe	.80	48.00
30	lin. ft.	12" Concrete Pipe	1.50	45.00
55	lin. ft.	18" Concrete Pipe	2.50	137.50
70	lin. ft.	24" Concrete Pipe	4.00	280.00
78	lin. ft.	Salvaging Culvert Pipe	1.00	70.00
1	only	Concrete Catch Basin	35.00	35.00
1	only	Concrete Inlet	30.00	30.00
120	cu. yds.	Concrete Curb and Gutter	30.00	3,600.00
20	sq. yds.	Concrete Driveways	2.50	50.00
90	lin. ft.	Wood Guard Rail	2.00	180.00
1,770	lin. ft.	Timber Handrail	1.50	2,655.00
2,300	cu. yds.	3" - 0" Material in Base	1.50	3,450.00
300	cu. yds.	1½" - 3/4" Material in Leveling Course	2.50	750.00

150	cu. yds.	3/4" - 0" Material in Leveling Courses and Shoulders	$ 2.50	$ 750.00	
60	cu. yds.	3/4" - 0" Material in Footpath Foundation Course	2.50	150.00	
120	cu. yds.	1" - 0" Material in Cushion Course	2.50	300.00	
140	cu. yds.	Filler	.40	56.00	
140	yd. mi.	Hauling Filler	.15	21.00	
140	M-gals.	Sprinkling	2.00	280.00	
2,670	sq. yds.	Portland Cement Concrete Pavement	2.65	12,320.50	
110	lin. ft.	Expansion Joints in Pavement	.30	33.00	
2,900	lin. ft.	Contraction Joints	.05	145.00	
50	only	Pipe Dowels	.30	15.00	
170	tons	Class "F" Asphaltic Concrete	7.00	490.00	
1.40	acres	Seeding	30.00	42.00	
1.9	tons	Commercial Fertilizer	60.00	114.00	
180	cu. yds.	Furnishing and Placing Aggregates	4.00	720.00	
17 ~~225~~	tons	Furnishing and Placing 150-200 Asphalt	30.00	~~6,750.00~~ (Alternate)	510.00
20 ~~450~~	tons	Furnishing and Placing RT-8 Tar	35.00		
			Subtotal	$40,079.00	34639.00
			10% Engr. & Cont.	~~4,887.90~~	346.90
			Total	$44,966.90	38102.90
		Length	0.160 mile		
		Cost per mile	$~~281,043.12~~	238143.12	

60' Roadway (Sta. 200+16.6 to 214+00)

All Required		Clearing and Grubbing		$ 600.00	
250	sq. yds.	Removal of Pavement	$ .50	125.00	
180	cu. yds.	Structural Excavation, Common	2.00	360.00	
220	cu. yds.	General Excavation, Common	.40	88.00	
121,600	yd. stas.	Short Overhaul	.02	2,432.00	
1,350	C-yd.stas.	Long Overhaul	.40	540.00	
0.86	mile	Finishing Roadbed and Slopes	1,000.00	860.00	
220	cu. yds.	Excavating and Placing Topsoil	.60	132.00	
200	lin. ft.	8" Sewer Pipe	.80	160.00	
640	lin..ft.	15" Sewer Pipe	1.60	1,024.00	
20	lin. ft.	12" Concrete Pipe	1.50	30.00	
65	lin. ft.	18" Concrete Pipe	2.50	162.50	
5	only	Concrete Catch Basins	35.00	175.00	
1	only	Concrete Inlets	30.00	30.00	
2	only	Type "B" Manholes	90.00	180.00	
20	lin. ft.	Extra for Installing Pipe Under Pavement	1.00	20.00	
130	cu. yds.	Concrete Curbs and Gutter	30.00	3,900.00	
160	sq. yds.	Concrete Driveways	2.50	400.00	
2	only	Wood Sight Posts	3.00	6.00	
730	lin. ft.	Timber Handrail	1.50	1,095.00	
2,150	cu. yds.	3" - 0" Material in Base	1.50	3,225.00	

100	cu. yds.	3/4" - 0" Material in Leveling Course and Shoulders	$ 2.50	$ 250.00
110	cu. yds.	3/4" - 0" Material in Footpath Foundation Course	2.50	275.00
240	cu. yds.	¼" - 0" Material in Cushion Course	2.50	600.00
120	cu. yds.	Filler	.40	48.00
120	yd. mi.	Hauling Filler	.15	18.00
120	M-gals.	Sprinkling	2.00	240.00
9,856	sq. yds.	Portland Cement Concrete Pavement	2.65	23,902.50
190	lin. ft.	Expansion Joints in Pavement	.30	57.00
5,700	lin. ft.	Contraction Joints	.05	285.00
90	only	Pipe Dowels	.30	27.00
110	tons	Class "B" Asphaltic Concrete	7.00	770.00
10	hours	Roadside Grading with Bulldozer	8.00	80.00
0.5	acre	Seeding	30.00	15.00
0.5	ton	Commercial Fertilizer	60.00	30.00
40	cu. yds.	Furnishing and Placing Aggregates	4.00	160.00
5	tons	Furnishing and Placing 151-200 Asphalt	30.00	150.00
6	tons	Furnishing and Placing RT-8 Tar	35.00	(Alternate)
			Subtotal	$41,938.00
			10% Engr. & Cont.	4,193.80
			Total	$46,131.80

Length — 0.262 mile
Cost per mile — $ 176,075.57

SUMMARY OF FUNDS REQUESTED

Item	Total Cost	Federal Aid Funds	State Funds
62' Roadway	$ 41,399.05	$ 33,935.00	$ 7,864.05
48' Roadway	~~44,960.00~~ 38102.90	~~36,420.00~~ 30865.00	~~8,540.00~~ 7236.90
60' Roadway	46,131.80	37,369.00	8,762.80
	~~$130,497.75~~	~~$107,330.00~~	~~$23,167.75~~
	125,633.75	101,770.00	23863.75

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161-B-4

June 5, 1942

Public Roads Administration
Box 3900
Portland, Oregon

Gentlemen:

Subject: Jaffkins Point Section
Federal Aid Project No. ER-FAP 161-B (4)

Reference is made to our application for Preference Rating No. 5, submitted to you on January 26, 1942. This application was prepared in accordance with instructions received by us prior to the receipt of Informational Memorandum No. 5, dated March 23, 1942, and contained the list of metal products only that would be required in the constructing of the project.

In view of the information contained in Informational Memorandum No. 5 and subsequent memorandum, we have prepared and are submitting a revised Application for Preference Rating Order to be used in securing materials for the construction of the project.

This revised application is submitted for consideration so that we may avoid as much as possible, the use of PD-1A, to secure materials not included in the original application.

Very truly yours,

R. H. Baldock
Chief Engineer

CAG RS
Enclosure
cc C. A. Gardner

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

POST OFFICE BUILDING
PORTLAND, OREGON

MONTANA
OREGON
WASHINGTON

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May 1, 1942

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MAY 2-1942
STATE HIGHWAY COMMISSION

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to Mr. Probert's letter of April 16, 1942, concerning our request for a segregation of quantities on SN-FAP 161-D (4), the Judkin's Point Section of the Pacific Highway, north and south of Station 170+26.

As Station 170+26 was the end of the previously improved mileage, the part beyond should be segregated. This should be done on the next submission of an estimate for this project.

Very truly yours,

W. H. LYNCH
District Engineer

Limits of FAP and FAGM
Projects change as this
distribution is not necessary
Jon

FORM E-30 REVISED 20M 1-41

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161-E-J

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 28th, 1941

Subject: Eugene Job

To: Mr. R. H. Baldock
Chief Engineer
O f f i c e

Dear Sir:

Attached please find copy of a letter from Mr. Lytle advising that the extra expense of widening the railroad grade on the Eugene project might amount to as much as $1,800.00.

Very truly yours,

H. G. Smith
Construction Engineer

HGS:AR
Enc.

FORM E-50 REVISED 25M 5-40

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
April 19, 1941

Subject: Eugene Job

To: H. G. Smith
Construction Engineer

Dear Sir:

The haul on the materials necessary to widen the railroad to the 28 feet as requested by Mr. Hampton amounted to $1000.00. The quantities involved amounted to 11,500 cubic yards.

The $1000.00 represents the difference in cost between what it would cost to haul the materials to the railroad embankment over what it would cost to haul them to a highway embankment.

If the materials were used in the highway embankment towards Goshen, we could probably raise the grade south of Judkins Point and reduce the excavation by 4000 cubic yards, resulting in a saving in excavation of $800.00. This saving would be somewhat offset by reason of having to raise the height of our fills which feature is objectionable.

Very truly yours,

K. D. LYTLE
Division Engineer

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FOR FILING

April 16, 1942

Mr. W. H. Lynch
District Highway Engineer
Public Roads Administration
P. O. Box 3900
Portland, Oregon

Dear Sir:

In accord with the request contained in the third paragraph of your letter of April 11, 1942, we are sending, under separate cover, five blue print copies each of the plan sheets showing the typical cross-sections for Projects Nos. SN-FAGM 161-D (3) (on) and SN-FAP 161-D (4). These sheets have been revised to indicate the cut and fill slopes to be used.

Mention is also made in your letter that the estimates should show a segregation for the portion north of sta. 170+26 which was previously improved as an NRM project. It was our thought that this section being entirely new work on new alignment and accordingly similar to the portion south of sta. 170+26, it would be sufficient to make the segregation required when the "Summary of Completed Federal Aid Work" was submitted.

Very truly yours,

R. H. BALDOCK
Chief Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/sf

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

April 11, 1942

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

P.S. & E. documents for Oregon SN-FAP 161-D (4), the Judkins Point Section of the Pacific Highway, have today been recommended for approval, subject to final review and approval by the Commissioner of Public Roads. This is your authority for advertising.

On page 13 of the special provisions galvanized 1 1/4" and 2" water pipe is specified. This pipe was not included in the preference rating request submitted for this project. The same applies to the pipe for dowels in the cement concrete pavement. We assume these items will be obtained without a preference rating order.

On the cross sections it is noted the slopes are all marked "standard slopes." We are not aware that any particular slopes have been adopted as standard. It will be necessary to have a revised section sheet showing the slopes proposed to be used.

It is noted that the spacing of the expansion joints is 495 ft. We assume this pavement is to be the experimental section mentioned in our letter of March 23, 1942, and that the project will be under observation to observe the results.

A segregation should be made in the estimate to show the portion north of Sta. 170+26 which was previously improved as an N.R.M. project.

Concurrence in award of contract will be withheld until all rights of way have been obtained.

Construction will not be authorized until preference rating is issued or the project specifically authorized by the Director of Industry Operation in accordance with War Production Board conservation number L-41.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

RECEIVED
NOV 16 1942
FOR FILING

April 8, 1942

Mr. W. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland, Oregon

Dear Sir:

We are enclosing herewith seven copies of estimate, three copies of right of way statement, and three copies of Form PR 46 to accompany plans and specifications for the Jadkins Point Section, Project No. SM-FAP 161-D (4).

Five bid proposals and five sets of blue print plans are being sent under separate cover.

Very truly yours,

R. H. BALDOCK
Chief Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/sf

Encls.

Oregon State Highway Department — Federal Aid Project No. SS-PAP 161-D (4)

JUNCTION POINT SECTION OF THE PACIFIC HIGHWAY IN LANE COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, April 8, 1942

WITHIN CITY OF EUGENE

62nd Roadway (Sta. 161+87 to 171+96)

All Required		Clearing and Grubbing		$ 700.00
1,890	sq. yds.	Removal of Pavement	$ .50	945.00
1.8	only	Removal of Manholes	20.00	40.00
470	cu. yds.	Structural Excavation, Common	1.50	705.00
190	cu. yds.	Structural Excavation, Solid Rock	3.50	665.00
20	cu. yds.	Trench Excavation, Common	1.50	30.00
10	cu. yds.	Trench Excavation, Solid Rock	3.50	35.00
7,680	cu. yds.	General Excavation, Common	.30	2,304.00
46,000	cu. yds.	General Excavation, Solid Rock	1.00	46,000.00
64,400	yd. sta.	Short Overhaul	.01	644.00
100	C-yd.stns.	Long Overhaul	.40	40.00
1,500	lin. ft.	Rounding Cutbanks	.10	150.00
0.32	mile	Finishing Roadbed and Slopes	1,000.00	320.00
2,740	cu. yds.	Excavating and Placing Topsoil	.60	1,644.00
530	lin. ft.	8" Sewer Pipe	.80	424.00
470	lin. ft.	12" Sewer Pipe	1.30	611.00
110	lin. ft.	15" Sewer Pipe	1.60	176.00
530	lin. ft.	18" Concrete Pipe, Common	1.50	795.00
220	lin. ft.	24" Concrete Pipe, Common	1.80	396.00
2	only	Adjustment of Manholes	30.00	60.00
13	only	Concrete Catch Basins	35.00	455.00
3	only	Concrete Inlets	30.00	90.00
2	only	Type "A" Manholes and Flume	1,100.00	2200.00
3	only	Type "B" Manholes	90.00	270.00
30	lin. ft.	12" Galvanized Water Pipe	.80	24.00
60	lin. ft.	Extra for Installing Pipe Under	.40	24.00
40	lin. ft.	12" Permeant Pipe	1.00	40.00
450	sq. yds.	Concrete Curb and Gutter	25.00	11,250.00
30	sq. yds.	Concrete Driveways	2.50	75.00
1,100	sq. yds.	Concrete Walks	1.80	1,980.00
330	lin. ft.	Expansion Joints in Walks	.30	99.00
3	only	Wood Sight Posts	3.00	9.00

1,110	lin. ft.	Steel Guard Rail	$ 1.50	$ 1,665.00
All Required		Constructing Recesses for Curb Markers (80%)		80.00
40	lin. ft.	3/4" Electrical Conduit	.50	20.00
3,400	cu. yds.	3" - 0" Material in Base	1.30	4,420.00
170	cu. yds.	3/4" - 0" Material in Leveling Course and Shoulders	2.00	340.00
420	cu. yds.	4" - 0" Material in Cushion Course	2.00	840.00
180	cu. yds.	Filler	2.40	72.00
180	yds. min.	Sealing Filler	.15	27.00
180	M-gals.	Sprinkling	2.00	360.00
14,000	sq. yds.	Portland Cement Concrete Pavement	2.30	37,000.00
450	lin. ft.	Expansion Joints in Pavement	.20	90.00
10,300	lin. ft.	Contraction Joints	.03	309.00
210	only	Pipe Dowels	.30	63.00
10	tons	Class "B" Asphaltic Concrete	7.00	70.00
4.4	tons	Class "C" Asphaltic Concrete	7.00	11,[illegible].00
30	hours	Roadside Grading With Bulldozer	8.00	240.00
0.90	acre	Seeding	30.00	27.00
1.8	tons	Commercial Fertilizer	60.00	108.00
[illegible]	tons	[illegible]	7.00	[illegible]
1.4	acres	[illegible]	30.00	$117,00[illegible].00
3.6	tons	Commercial Fertilizer	10% Engr. & Contg.	11,700.30
150	cu. yds.	Furnishing and Placing Aggregates	4.30	[illegible].00
[illegible]	yards	[illegible]	Total	$128,703.30
270	tons	Asphalt	[illegible]	6,[illegible].50
		Length	0.324 mile	(Allowance)
		Cost per mile	$ 397,232.40	

OUTSIDE CITY OF [illegible] [illegible] Engr. & Cont. [illegible]

[illegible] $ [illegible].00

4th Roadway (Sta. 191+70 to 200+16.6)

All Required		Clearing and Grubbing	0.10 mile	$ 400.00
100	cu. yds.	Structural Excavation, Common	$ 1.50	150.00
30	cu. yds.	Trench Excavation, Common	1.50	45.00
400	cu. yds.	General Excavation, Common	.30	120.00
220,000	yd. sta.	Short Overhaul	.01	2,200.00
200	C-yd.sta.	Long Overhaul	.40	$ 200.00
0.10	mile	Finishing Roadbed and Slopes	1,000.00	100.00
900	sq. yds.	Hand-placed Rock Slopes	1.50	1,350.00
800	cu. yds.	Excavating and Placing Topsoil	.50	400.00
40	lin. ft.	8" Sewer Pipe	.30	12.00
30	lin. ft.	12" Concrete Pipe	1.50	45.00
55	lin. ft.	18" Concrete Pipe	2.50	137.50
50	lin. ft.	24" Concrete Pipe	4.00	200.00
70	lin. ft.	Salvaging Culvert Pipe	1.00	70.00
1	only	Concrete Catch Basin	35.00	35.00

1	Unit	Concrete Inlet	$ 30.00	$ 30.00
125	cu. yds.	Concrete Curb and Gutter	25.00	3,000.00
20	sq. yds.	Concrete Driveways	2.50	50.00
90	lin. ft.	Road Guard Rail	1.50	135.00
1,770	lin. ft.	Timber Headrail	1.00	1,770.00
2,300	cu. yds.	3" - 0" Material in Base	1.30	2,990.00
300	cu. yds.	1½" - ¾" Material in Leveling Course	2.00	600.00
100	cu. yds.	¾" - 0" Material in Leveling Course and Shoulders	2.00	200.00
60	cu. yds.	¾" - 0" Material in Footpath Pavement Course	2.00	120.00
120	cu. yds.	½" - 0" Material in Combion Course	2.00	240.00
140	cu. yds.	Filler	2.40	336.00
140	sq. mi.	Hauling Filler	.15	21.00
140	M-gal.	Sprinkling	2.00	280.00
4,650	cu. yds.	Portland Cement Concrete Pavement	2.50	11,625.00
110	lin. ft.	Expansion Joints in Pavement	2.20	242.00
2,900	lin. ft.	Contraction Joints	.05	145.00
50	Unit	Pipe Bundle	.30	15.00
70	tons	Class "B" Asphaltic Concrete	7.00	490.00
1.40	acres	Seeding	30.00	42.00
1.9	tons	Commercial Fertilizer	60.00	114.00
180	cu. yds.	Furnishing and Placing Aggregates	4.00	720.00
45	tons	Furnishing and Placing 151-200 Asphalt	.20	27.00
270	tons	Furnishing and Placing RT-8 Tar	30.00	6,750.00
			35.00	(Alternate)
		Subtotal		$ 35,077.00
		10% Engr. & Cont.		3,507.85
		Total		$ 38,584.85
				(Alternate)
		Length	0.160 mile	
		Cost per mile	$ 241,157.81	

60' Roadway (Sta. 200+16.6 to 214+00)

All Required		Clearing and Grubbing		$ 600.00
250	sq. yds.	Removal of Pavement	$ .50	125.00
180	cu. yds.	Structural Excavation, Common	1.50	270.00
220	cu. yds.	General Excavation, Common	.30	66.00
121,600	yd. sta.	Short Overhaul	.01	1,216.00
1,300	C-yd.sta.	Long Overhaul	.40	520.00
0.26	mile	Finishing Roadbed and Slopes	1,000.00	260.00
220	cu. yds.	Excavating and Placing Topsoil	.60	132.00
200	lin. ft.	8" Sewer Pipe	.80	160.00

640	lin. ft.	15" Storm Pipe	$ 1.60	$ 1,024.00
20	lin. ft.	12" Concrete Pipe	1.50	30.00
65	lin. ft.	18" Concrete Pipe	2.50	162.50
4	only	Concrete Catch Basins	35.00	140.00
1	only	Concrete Inlets	30.00	30.00
6	only	Type "B" Manholes	90.00	540.00
25	lin. ft.	Extra for Installing Pipe Under Pavement	1.00	25.00
130	sq. yds.	Concrete Curbs and Gutter	25.00	3,250.00
160	sq. yds.	Concrete Driveways	2.50	400.00
2	only	Wood Sight Posts	3.00	6.00
730	lin. ft.	Timber Handrail	1.00	730.00
2,150	cu. yds.	3" - 0" Material in Base	1.30	2,795.00
100	cu. yds.	3/4" - 0" Material in Leveling Course and Shoulders	2.00	200.00
110	cu. yds.	3/4" - 0" Material in Footpath Foundation Course	2.00	220.00
240	cu. yds.	1/2" - 0" Material in Cushion Course	2.00	480.00
120	cu. yds.	Filler	.40	48.00
120	yd. mi.	Hauling Filler	.15	18.00
120	M-gals.	Sprinkling	2.00	240.00
9,050	sq. yds.	Portland Cement Concrete Pavement	2.50	22,625.00
190	lin. ft.	Expansion Joints in Pavement	.20	38.00
5,700	lin. ft.	Contraction Joints	.03	171.00
90	only	Pipe Dowels	.30	27.00
110	tons	Class "F" Asphaltic Concrete	7.00	770.00
10	hours	Roadside Grading With Bulldozer	8.00	80.00
0.5	acre	Seeding	30.00	15.00
0.6	ton	Commercial Fertilizer	60.00	36.00
40	cu. yds.	Furnishing and Placing Aggregates	4.00	160.00
5	tons	Furnishing and Placing 151-200 Asphalt	30.00	150.00
6	tons	Furnishing and Placing RT-8 Tar	35.00	(Alternate)
		Subtotal		$ 37,429.50
		10% Engr. & Cont.		3,742.95
		Total		41,172.45

Length 0.262 mile
Cost per mile $ 157,146.75

F. A. No.

Roadway (Juniata Point Section)

SUMMARY OF FUNDS REQUIRED

Item	Total Cost	Federal Aid Funds	State Funds
6a' Roadway	$ 128,703.30	$ 88,905.00	$ 39,798.30
48' Roadway	38,585.25	26,654.00	11,931.25
6a' Roadway	41,172.45	28,441.00	12,731.45
Estimated Total Cost of Materials Required for Roadway	$ 208,461.00	$ 144,000.00	$ 64,461.00

Starting Date (Est.) May 1st, 1942 State Project No.

Completion Date (Est.) Nov 30, 1942 Length: Miles .74

Estimated Total Cost

Code	Material Item	Unit	Quantity	Code	Material Item	Unit	Quantity
1	Cement	Bbl.	11,000	6	Metal culvert pipe	Lb.	1,300
2	[illegible]	Cy.	75,000	7	Reinforcing steel	Lb.	
3	Bituminous mat.	Gal.	100	8	Structural steel	Lb.	35,000
4	Lumber	M.		9	Explosives	Lb.	
5	Timber piles	LF.					

PR 46

Roadway (Jumkins Point Section)

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

Sheet 1 of 1 Sheets

Estimate of Materials Required for Roadway
(To Accompany P.S. & E.)

Starting Date (Est.) May 15, 1942 State Oregon

Completion Date (Est.) May 31, 1943 Project No. [redacted]-PAP 161-B (4)

Estimated Total Cost Roadway $ 208,461.00 Length: Miles .746

Code	Material Item	Unit	Quantity	Code	Material Item	Unit	Quantity
1	Cement	Bbl.	11,000	6	Metal culvert pipe	Lb.	
2	Aggregates	Cy.	100	7	Reinforcing steel	Lb.	1,800
3	Bituminous mat.	Gal.	70,000	8	Structural steel	Lb.	
4	Lumber	M.	130	10	Explosives	Lb.	35,000
5	Timber piling	Lft.					

PR 46

Roadway (Jetties Point Section)

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

Sheet 1 of 1 Sheets

Estimate of Materials Required for Roadway
(To Accompany P.S. & E.)

Starting Date (Est.) July 6, 1942 State Oregon

Completion Date (Est.) May 31, 1943 Project No. [illegible]

Estimated Total Cost Roadway $ 132,497.75 Length: Miles .58

Code	Material Item	Unit	Quantity	Code	Material Item	Unit	Quantity
1	Cement	Bbl.	7,500	6	Metal culvert pipe	Lb.	5,800
2	Aggregates	Cy.	90	7	Reinforcing steel	Lb.	
3	Bituminous mat.	Gal.	70,000	8	Structural steel	Lb.	
4	Lumber	M.	5%	10	Explosives	Lb.	
5	Timber piling	Lft.					

JUDKINS POINT SECTION

PROJECT NO. SN-FAP 161-D(4)

While negotiations for rights of way are in progress, four parcels have not been acquired, nor has the right to occupy and use these parcels been secured, but it is now believed that all necessary right of way can be made fully available within twenty days.

R. H. BALDOCK
Chief Engineer

By

S. H. Probert
Office Engineer

April 8, 1942

RECEIVED
JAN 28 1942
FOR FILING

161-19-4

January 27, 1942

Public Roads Administration
Box 3900
Portland, Oregon

Gentlemen:

We are enclosing five copies of an application for a highway project preference rating order for the Eugene-Junction Point Grading and Paving Project, Federal Aid Project No. S5-F4P 163-B (4). This application has been prepared in accordance with the instructions contained in General Administrative Memorandum No. 148. We trust you will find it in order.

Yours very truly,

R. H. Baldock
Chief Engineer

CAB:TH
Enc.
cc: Bridge Department

SN-FAGM 161-D-3 Judkins Point O'Xing, 1942
Pacific Hwy.

#2583

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PORTLAND 8, OREGON

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PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY
[redacted]
Division 8

October 18, 1946

SN-FA-M 161-D(3)

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Oregon SN-FAGM 161-D(3)(On)
Judkins Point Overcrossing Section
Pacific Highway.

Dear Sir:

We are forwarding herewith for your files an executed copy of the modification of agreement and certificate for the above project.

Very truly yours,

W. H. LYNCH
Division Engineer

By: L. W. Canfield
L. W. Canfield
Principal Highway Engineer

Encl.

RECEIVED
OCT 19 1946
OREGON
STATE HIGHWAY COMMISSION

WA4pr 16503.

Oregon Federal Aid Grade Crossing Project No. SN-FAGX 161(on)
Section D(3)

MODIFICATION OF PROJECT AGREEMENT

WHEREAS, by that certain project agreement signed on December 28, 1942, by The Oregon State Highway Commission, and on March 1, 1943, by the Federal Works Administrator, as amended by "Modification of Project Agreement" signed on November 26, 1945, by The State Highway Commission and on November 29, 1945, on behalf of the Commissioner of Public Roads, the said parties entered into an agreement for the improvement of that certain highway described therein and designated as Oregon Federal Aid Grade Crossing Project No. SN-FAGX 161 (on), Section D(3); and

WHEREAS, the said State Highway Department has requested approval of a revision of the estimate approved for said project to provide that the Federal funds approved and set aside to the credit of the project be increased from $292,991.99 to $293,724.70 (without change in the estimated cost);

NOW, THEREFORE, it is hereby mutually agreed by and between the said State Highway Department and the Administrator that the estimate be revised in the manner above indicated and that said project agreement be amended as follows:

The third "Whereas" paragraph shall read:

"Whereas the Administrator has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications and estimates, and the sum of two hundred ninety-three thousand, seven hundred twenty-four and 70/100 dollars ($293,724.70) as the share of the United States payable under said act on account of Section D(3) of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof;"

Article IV shall read:

"Article IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section D(3) of said project shall not in any event exceed the sum of two hundred ninety-

three thousand, seven hundred twenty-four and 70/100 dollars ($293,724.70), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of three hundred twenty-six thousand, one hundred eighty-three and 00/100 dollars ($326,183.00), the approved total estimated cost of Section D(3) of said project.

Except as herein specifically modified the said project agreement shall remain in full force and effect.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

IN WITNESS WHEREOF the parties have hereunto affixed their signatures, the Highway Department on September 30 1946, and the Administrator on October 18, 1946.

OREGON STATE HIGHWAY COMMISSION

By _____
Chairman, State Highway Commission

RECOMMENDED FOR APPROVAL:

_____
STATE HIGHWAY ENGINEER

By _____
Member, State Highway Commission

By _____
Member, State Highway Commission

COMMISSIONER OF PUBLIC ROADS

By _____
Division Engineer
U. S. Public Roads Administration

Attest _____
SECRETARY

RECEIVED OCT 10 1946

Form PR. 3—Revised

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

THE SECRETARY OF THE TREASURY, AND

THE STATE HIGHWAY DEPARTMENT OF THE STATE OF Oregon

Pursuant to the acts above cited, I hereby certify—

FIRST. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Agency as Project No. Federal Aid Grade Crossing ~~EM-PAGE 161-B~~(3)(On)

State of Oregon.

SECOND. That in accordance with said provisions I have approved the sum of $326,183.00 in lieu of the $292,991.99 approved by Certificate dated November 29, 1945, as the total estimated cost of said project, and the sum of ~~$293,724.70~~ as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of ~~Washington~~ Portland, Oregon, this 18th day of October one thousand nine hundred and forty-six.

~~FEDERAL WORKS AGENCY~~
COMMISSIONER OF PUBLIC ROADS

By W. H. Nyrem
~~Executive Officer~~
Division Engineer
U. S. Public Roads Administration

U. S. GOVERNMENT PRINTING OFFICE 16—10139

MONTANA
OREGON
WASHINGTON

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY
Division 8

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PORTLAND 8, OREGON

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SEP 26 1946
FOR FILING

JM

SN FAGM-161-D-3

September 17, 1946

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Enclosed herewith are 2 copies of the proposed modification of the project agreement for signature and return to this office for Oregon Project No. SN-FAGM 161-D(3) (On), Judkins Point Overcrossing section of the Pacific Highway, East.

Also enclosed is an approved copy of a revised summary sheet of the estimate to supersede the corresponding last sheet of the estimate dated September 26, 1942 as previously revised on October 26, 1945.

Very truly yours,

T. M. DAVIS
District Engineer

Encl:

Jro

RECEIVED
FOR FILING

SN-FAGM 161-D-3

June 28, 1946

Urban Referenced To
FAGM 58-A-1

Mr. T. H. Davis
District Engineer
Public Roads Administration
Post Office Box #3900
Portland 8, Oregon

Dear Sir:

In the memorandum issued by Deputy Commissioner Bartlett on June 4th pointing out the advisability of an early closing-out of prewar federal aid programs, it is suggested that, where possible, inactive projects be withdrawn and the federal funds absorbed on other projects.

We find on investigation that our 1940 Grade Separation Program includes an automatic signal project, which has not been started and which, if now withdrawn, would permit an almost immediate closure of the 1940 program. We refer to project FAGM 58-A (1), intended to provide an automatic signal on Front Avenue (near Broadway) in the City of Portland and calling for federal funds in the amount of $732.72. The project reached the agreement stage before the war but construction was deferred and no steps have been taken to revive it.

The railroad company has indicated no particular desire to have the signal installed and we are no longer inclined to consider the project of any considerable merit. It is our opinion that the funds allotted to the project could be better utilized elsewhere.

In view of the foregoing, we hereby request that the project agreement for Project FAGM 58-A (1) be cancelled and that the project be withdrawn from the program.

If this action meets with your approval, it is our intention to absorb the money allotted to the project by a modification of the agreement for Project No. FAGM 161-B (3), Sucking Point Grade Separation. Final voucher for this project will be ready for submission in a few days and will take up all moneys remaining in the 1940 Separation Program.

We give you our assurance that if the railroad company should demand the carrying-out of the agreement by installation of the signal or that if a definite need for the signal should develop, we will make the installation, paying for it with State funds or including it in some later federal aid program.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

RECEIVED
JUL 30 1946
FOR FILING

SUN-FAG 1 1-6-3

July 29, 1946

State Highway Commission
Salem, Oregon

Gentlemen:

The attached agreement has been prepared by the Public Roads Administration to effect the withdrawal, from the 1940 Federal Aid Grade Separation Program, of a project which is standing in the way of an immediate collection of the balance of federal funds available under that program.

The project is one calling for the installation of an automatic grade crossing signal at a Northern Pacific Terminal Co. grade crossing on Front Avenue (near Broadway Bridge) in Portland, the cost of which is estimated at $732.71.

If the project is withdrawn, the $732.71 of federal aid can be immediately collected by requesting increased federal cooperation on the Judkins Point Grade Separation Project, a project on which final settlement of federal cooperation is about to be made.

The signal project is the last one in the 1940 Program. Its construction was delayed by deferment orders issued at the beginning of the war. The Northern Pacific Terminal Co. has not, since the war, indicated any desire to have the signal installed and it looks now as though installation of the signal may be postponed indefinitely.

Withdrawal of the project will enable immediate collection of the $732.71 of federal funds now tied up by it, and therefore is good business, even if there should be a later decision to install the signal.

In case it should seem strange to you that the $732.71 originally allotted to this Front Avenue signal project may now be absorbed in the Judkins Point Project, I will mention here that in the programming of federal aid the amount of federal funds that may be set-up for a given project may be any amount up to, but not exceeding, 62% (100% in the case of grade separation projects) of the contract amount plus 10%. We have

found by experience that in actual final cost, the collectible federal share averages considerably less than this. Accordingly, we set-up program amounts of federal funds on the basis of 58% (94% in the case of grade separation projects) of the contract amount plus 10%.

If the federal share of the cost of a project exceeds the 58% originally set-up for it, the amount set-up may, by modification of the project agreement be increased up to 62%, provided a balance of unallotted funds is developed in the program through under-runs on other projects or through the withdrawal of projects. That is the situation in the present instance. The federal participation on the Judkins Point Project is to be increased $732.71 and that amount is to be met by a release of $732.71 from the Front Avenue signal project.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

SHP:GKD

ATTCH.

RECEIVED
JUL 1 1946
FOR FILING

SN-FAGM 161-D-3

June 28, 1946

Urban Reference To
FAGM 58-A(1)

Mr. T. H. Davis
District Engineer
Public Roads Administration
Post Office Box #3900
Portland 8, Oregon

Dear Sir:

In the memorandum issued by Deputy Commissioner Curtiss on June 4th pointing out the advisability of an early closing-out of prewar federal aid programs, it is suggested that, where possible, inactive projects be withdrawn and the federal funds absorbed on other projects.

We find on investigation that our 1940 Grade Separation Program includes an automatic signal project, which has not been started and which, if now withdrawn, would permit an almost immediate closure of the 1940 program. We refer to project FAGM 58-A (1), intended to provide an automatic signal on Front Avenue (near Broadway) in the City of Portland and calling for federal funds in the amount of $732.72. The project reached the agreement stage before the war but construction was deferred and no steps have been taken to revive it.

The railroad company has indicated no particular desire to have the signal installed and we are no longer inclined to consider the project of any considerable merit. It is our opinion that the funds allotted to the project could be better utilized elsewhere.

In view of the foregoing, we hereby request that the project agreement for Project FAGM 58-A (1) be cancelled and that the project be withdrawn from the program.

If this action meets with your approval, it is our intention to absorb the moneys allotted to the project by a modification of the agreement for Project ~~SN-FAGM 161-B (3)~~, Jantzen Point Grade Separation. Final voucher for this project will be ready for submission in a few days and will take up all moneys remaining in the 1940 Separation Program.

To give you our assurance that if the railroad company should demand the carrying-out of the agreement by installation of the signal or that if a definite need for the signal should develop, we will make the installation, paying for it with State funds or including it in some later federal aid program.

Very truly yours,

L. H. BALDWIN
State Highway Engineer

RECEIVED
JUL 10 1946
FOR FILING

SW-FAGM 161D-3

July 3, 1946

Mr. T. H. Davis
District Engineer
Public Roads Administration
Post Office Box #3900
Portland 8, Oregon

Dear Sir:

For the purpose of utilizing the unobligated balance of Federal Aid Grade Crossing Funds, in amount $732.71, released from Project No. FAGM 58 - A (1) (OFT) it is our request that modification of the project agreement be made for the Jantzen Point Overcrossing Section Project No. SW - FAGM 161 D (3) (OR) and the set up of funds be revised as follows:

Item	Total Cost	FAGM Funds	State Funds
Cap Roadway	$232,266.10	$209,153.42	$23,112.68
48' Roadway	9,172.90	8,260.11	912.79
Structure	84,744.00	76,311.17	8,432.83
	$326,183.00	$293,724.70	$32,458.30

	Total Cost	FAGM Funds
1942 FAGM Funds	$76,201.47	$68,618.70
1943 FAGM Funds	249,981.53	225,105.00
	$326,183.00	$293,724.70

Very truly yours,

R. H. BALDOCK
State Highway Engineer

JWM:GRD

RECEIVED
JUN 12 1946
FOR FILING

Southern Pacific Company

UNION STATION, PORTLAND 9, OREGON

IN REPLY PLEASE REFER TO
GMO-19637

L. P. HOPKINS,
SUPERINTENDENT

June 5, 1946

FAGM 161-D-3

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

Referring to Mr. C. B. McCullough's letter of May 3rd regarding the removal of two rolls of cable left at State Highway grounds at Eugene, Oregon.

This is to advise you that this cable was removed May 28, 1946.

Yours truly,

L. P. Hopkins

RECEIVED
JUN 10 1946

RECEIVED
JUN 7 1946
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
MAY 4 1946
FOR FILING

FAGM 161-B-3

May 3, 1946

Southern Pacific Company
Union Station
Portland 9, Oregon

Attention of Mr. L. P. Hopkins, Superintendent

Dear Sir:

Audit 55,000.

Reference is made to the Jenkins Point Grade Separation Project. At the completion of this work there were two rolls of cable left at our warehouse. We were charged with 50 feet of cable on each end of each roll, making a total of 200 feet, and were then allowed salvage on this 200 feet. On the remaining portion of the cable we were charged the full amount less a six per cent depreciation.

The cable belongs either to you or to the Western Union. It is in our way and we would like to move it. If it is agreeable with you we will move it to your warehouse at Eugene. An early reply would be appreciated.

Very truly yours,

C. B. McCullough
Assistant State Highway Engineer

WBB:ELI

FAGM 161-D-3

MONTANA
OREGON
WASHINGTON

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE
DIVISION EIGHT

POST OFFICE BUILDING
PORTLAND 8, OREG.

RECEIVED
DEC 18 1945
FOR FILING

December 12, 1945

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Enclosed herewith is executed copy of modification of agreement and certificate for Oregon Federal Aid Grade Crossing Project SN-FAGM 161-D(3)(on), Judkins Point Over-crossing Section of the Pacific Highway.

Very truly yours,

W. H. Lynch,
District Engineer

By: L. J. Caufield
L. J. Caufield
Division Construction Engineer

Encl.

RECEIVED
DEC 14 1945
OREGON
STATE HIGHWAY COMMISSION

WA 4pr 16503

Oregon Federal Aid Grade Crossing Project No. SN-PAGN 161 (cm), Section D(3)

MODIFICATION OF PROJECT AGREEMENT

WHEREAS, by that certain project agreement signed on December 28, 1942 by The Oregon State Highway Commission, and on March 1, 1943 by the Federal Works Administrator, the said parties entered into an agreement for the improvement of that certain highway described therein and designated as Oregon Federal Aid Grade Crossing Project No. SN-PAGN 161 (cm), Section D(3); and

WHEREAS, the said State Highway Department has requested approval of a revision of the estimate approved for said project to provide that the Federal funds approved and set aside to the credit of the project be increased from $258,420.75 to $292,991.99 (without change in the estimated cost);

NOW, THEREFORE, it is hereby mutually agreed by and between the said State Highway Department and the Administrator that the estimate be revised in the manner above indicated and that said project agreement be amended as follows:

The third "Whereas" paragraph shall read:

"Whereas the Administrator has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications and estimates, and the sum of two hundred ninety-two thousand, nine hundred ninety-one and 99/100 dollars ($292,991.99) as the share of the United States payable under said act on account of Section D(3) of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof;"

To Article III shall be added clause (b) to read:

"(b) Wherever in this agreement the terms "Federal Works Administrator" and "Administrator" appear, they shall be construed to have the same meaning and effect as the terms "Commissioner of Public Roads, Public Roads Administration, Federal Works Agency" and "Commissioner", respectively, to conform to the provisions of the Federal Aid Highway Act of 1944 and the regulations issued pursuant thereto."

Article IV shall read:

"Article IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section D(3) of said project shall not in any event exceed the sum of two hundred ninety-two thousand, nine hundred ninety-one and 99/100 dollars ($292,991.99), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of three hundred twenty-six thousand, one hundred eighty-three and 00/100 dollars ($326,183.00), the approved total estimated cost of Section D(3) of said project.

Except as herein specifically modified the said project agreement shall remain in full force and effect.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

IN WITNESS WHEREOF the parties have hereunto affixed their signatures, the Highway Department on November 26, 1945, and the Administrator on November 29, 1945.

RECOMMENDED FOR APPROVAL:

STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION

By _____
Chairman, State Highway Commission

By _____
Member, State Highway Commission

By _____
Member, State Highway Commission

COMMISSIONER OF PUBLIC ROADS

By _____
Division Engineer
U. S. Public Roads Administration

Oregon SW-PASH 161 D(3) (en)

Form PR. 3—Revised

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

THE SECRETARY OF THE TREASURY, AND

THE STATE HIGHWAY DEPARTMENT OF THE STATE OF Oregon

Pursuant to the acts above cited, I hereby certify—

FIRST. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Agency as Project No. Federal Aid Grade Crossing [illegible] 161-B(3) (cm) State of Oregon

SECOND. That in accordance with said provisions I have approved the sum of $[illegible] in lieu of the $230,420.75 approved by Certificate dated March 1, 1943 as the total estimated cost of said project, and the sum of $[illegible] as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Portland, Oregon, this 29th day of November one thousand nine hundred and forty-five.

[illegible]
COMMISSIONER OF PUBLIC ROADS

By [signature] [illegible]
Division Engineer
U. S. Public Roads Administration

U. S. GOVERNMENT PRINTING OFFICE 16—10139-1

FAPM 161-D-

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND 8, OREG.

RECEIVED
NOV 20 1945
FOR FILING

November 14, 1945.

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We enclose herewith for signature and return to this office, two copies of the draft of a modification of the project agreement for Oregon SN-FAGM 161-D(3) (on), Judkin's Point Overcrossing Section of the Pacific Highway.

Very truly yours,

T. M. DAVIS
District Engineer

Encl

RECEIVED
NOV 16 1945
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
OCT 26 1945
FOR FILING

FAGM 161-D-3

October 23, 1945

Mr. T. M. Davis
District Engineer
Public Roads Administration
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

To utilize the unobligated balance of 1941 Federal Aid Grade Crossing Funds, in the amount of $34,571.24, it is our request that a modification of the project agreement be made for the Jenkins Point Section, Project No. SN-FAGM 161-D (3) (On), and the set up of funds be revised as follows:

Item	Total Cost	FAGM Funds	State Funds
62' Roadway	$232,266.10	$208,631.68	$ 23,634.42
48' Roadway	9,172.90	8,239.50	933.40
Structure	84,744.00	76,120.81	8,623.19
	$326,183.00	$292,991.99	$ 33,191.01

	Total Cost	FAGM Funds
1941 FAGM Funds	$ 75,576.32	$ 67,885.99
1943 FAGM Funds	250,606.68	225,106.00
	$326,183.00	$292,991.99

Very truly yours,

C. B. McCullough
Assistant State Highway Engineer

JWN:GS

FAGM 161-D-3

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

September 7, 1944

RECEIVED
SEP 8 1944
OREGON
STATE HIGHWAY COMMISSION

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Final inspection of Oregon SN-FAGM 161-D(3)(On), Judkins Point Section of the Pacific Highway, was made by a representative of this office on August 16, 1944.

Prompt submission of the final voucher will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By T. M. Davis

T. M. Davis
Sr. Highway Engineer

FORM B-185X 6M 7-43

RECEIVED
JUL 18 1944

COMMISSIONERS
T. H. BANFIELD, CHAIRMAN
PORTLAND
ARTHUR W. SCHAUPP, MEMBER
KLAMATH FALLS
MERLE R. CHESSMAN, MEMBER
ASTORIA

OREGON
STATE HIGHWAY COMMISSION
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
C. S. McCULLOUGH
ASSISTANT STATE HIGHWAY ENGINEER
J. M. DEVERS
CHIEF COUNSEL
H. S. GLAISYER
SECRETARY

July 17, 1944

Mr. W. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland (8), Oregon

NOTED
C.S. McCullough

Dear Sir:

Herewith, for your consideration and approval, is Order for Extra Work No. 5, covering replacement of "Timber Handrail" on the Jenkins Point Project, SS-FAUM 161-D (3) (Om).

The timber handrail constructed under the contract was torn out by a car jumping the curb and sidewalk and hitting the fence.

Very truly yours,

C. S. McCullough
Assistant State Highway Engineer

Encl.

Dictated by J. Rhodes/ER

JWR:ER

FAGM 161-D-3

May 13, 1943

Glens Falls Indemnity Company
Rodgers Insurance Agency
Title & Trust Building
Portland, Oregon

Gentlemen:

You are hereby notified that state highway contract No. 2583, for work on the Judkins Point Overcrossing Section of the Pacific Highway, in Lane County, has been completed by the contractors, Barham Brothers, and that final payment in the amount of $5,933.24, will be made on or after May 24, 1943.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues, or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

For your information we wish to advise that the total contract amount is $77,699.75, and that no force account work was performed therein. This contract was completed on April 16, 1943, and accepted by the Commission on May 11, 1943.

This notice is served upon you since you appear as surety on the bond furnished by the above contractors. Kindly acknowledge receipt of this letter.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary

RS

NOTED
A. L. MONSON

RECEIVED

Stencil No. 124

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

POST OFFICE BUILDING
PORTLAND, OREGON

MONTANA
OREGON
WASHINGTON

FAGM 161-D-3

April 3, 1943

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Oregon SN-FAGM 161-D(3)(On)
Eugene Overpass

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the _____ project agreement and certificate for the above-numbered project.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Camfield
L. J. Camfield
Sr. Highway Engineer

Encl.

RECEIVED
APR 5 - 1943
OREGON
STATE HIGHWAY COMMISSION

For

Wa 4pw 16503

Form P. R. 2

State Oregon

Federal Aid Grade Crossing Project No. SH-FAGN 161-B(3)(en)

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 28th day of December, 1942

by and between The Oregon State Highway Commission

, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Federal Works Administrator, hereinafter called the Administrator, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto: particularly Section 5 of the Act approved June 8, 1938, (Public No. 520, 75th Congress) and Section 5 of the Act approved Sept. 5, 1940 (Public No. 780, 76th Congress);

Whereas the Highway Department of said State submitted on the 5th day of December, 19 revised 33, a project statement, which was approved on the 21st day of December, 19 33, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated for the administration of the Federal Highway Act, has furnished surveys, plans, specifications, and estimates for Section B(3) of said project which were recommended for approval by the District Engineer of the Public Roads Administration on the 11th day of June 19 42; and

Whereas the Administrator has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of two hundred fifty-eight thousand, four hundred twenty and 75/100 dollars ($ 258,420.75) as the share of the United States payable under said act on account of Section B(3) of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Administrator do hereby mutually agree as follows:

10—11370

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(*a*) By the State Chap. 175, Laws 1917; Chap. 31, Laws 1939; Chap. 389, Laws 1939.
(Include date and citation of act of legislature by which authorized)

(*b*) From other sources under Section 3 of the Act approved June 8, 1938, (Public No. 584, 75th Congress) and under Section 5 of the Act approved Sept. 5, 1940 (Public No. 780, 76th Congress).
(State how placed under direct control of Highway Department)

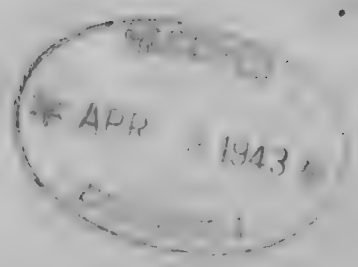
ROAD EMBRACED IN PROJECT

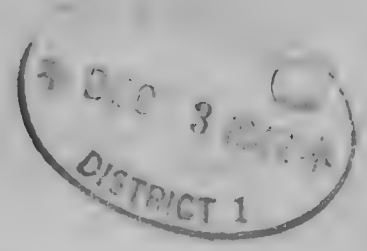
ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between survey station 170+86 in Eugene (incorporated) and survey station 191+70 in Sec. 33, T. 17 S., R. 3 W., W.M.

, length 0.106 of a mile, in Lane County, being Section B(3) of Oregon Federal Aid Grade Crossing 161 (cm) project No. [illegible], consisting of 0.020 of a mile of roadway and 1 overpass structure of more than 20 feet clear span, 0.116 of a mile in length.

10-11370 GPO





CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Administrator or his agents, and in accordance with the laws of said State, the rules and regulations of the Administrator, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Administrator or his authorized representatives. Such construction work as may be performed by force account shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Administrator, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

This project is located on the strategic network of highways and is subject to certain provisions of the Defense Highway act of 1941, approved November 18, 1941 (Pub. Law No. 355 - 77th Cong.).

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section D(3) of said project shall not in any event exceed the sum of two hundred fifty-eight thousand, four hundred twenty and 75/100 dollars ($258,420.75), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of three hundred twenty-six thousand, one hundred eighty-three and 00/100 dollars ($326,183.00), the approved total estimated cost of Section D(3) of said project.

PAYMENTS

ARTICLE V. As the construction of said project progresses, the Administrator shall from time to time draw warrants on the Secretary of the Treasury for the payment to

The State Treasurer
(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon
(Name)
of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Administrator after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

The Administrator reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chap. 529, Laws 1939.
(Include reference to statute authorizing funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

1443

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Administrator on the ____ day of MAR 1 - 1943, 19__

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Henry L. Cabell
Chairman, State Highway Commission
(Title of officer)

By Hon. W. C. Cagle
Member, State Highway Commission
(Title of officer)

By Herman Oliver
Member, State Highway Commission.
(Title of officer)

By _____
(Title of officer)

By _____
(Title of officer)

By _____
(Title of officer).

FEDERAL WORKS ADMINISTRATOR,

By T. J. O'Leary
Acting Commissioner of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE 16—11879

Form PR. 8—Revised

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

THE SECRETARY OF THE TREASURY, AND

THE STATE HIGHWAY DEPARTMENT OF THE STATE OF Oregon

Pursuant to the acts above cited, I hereby certify—

FIRST. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Agency as Federal Aid Grade Crossing Project No. SN-PAGX 161-D(3) (GX) State of Oregon

SECOND. That in accordance with said provisions I have approved the sum of $ 326,183.00 as the total estimated cost of said project, and the sum of $ 258,420.75 as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this ..... day of .....

one thousand nine hundred and MAR 1 1943

U. S. GOVERNMENT PRINTING OFFICE 16—[illegible]

FEDERAL WORKS ADMINISTRATOR,

By .....
Acting Commissioner of Public Roads.

J

RECEIVED
MAR 2
FCR FILING

FAGM 161-D-3

Salem
February 26, 1943

. Judkins Point Overcrossing

Mr. G. S. Paxson
Bridge Engineer
O F F I C E

Please note attached regarding overhead crossing at Judkins Point.

In order to be prepared for any future litigation I think we should proceed immediately to have an investigation made of this man's property and a complete report covering the damage that was sustained during this last flood.

CBM:MC C. B. McCullough

encl.

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 16, 1943

FAGM 161-L-9-3

SUBJECT:

To: Mr. C. B. McCullough
Assistant Chief Engineer
O f f i c e

Maint
Drainage +
Flood Control

Dear Sir:

The Willamette River flood of January 1, 1943, raised questions as to the adequacy of the relief opening to be provided under the east end of the Judkins Point Overcrossing structure at the east city limits of Eugene. This flood reached almost the maximum height to be anticipated. The flood of February, 1927, is the only one of recent record that exceeded it. The elevation of high water at Judkins Point was 434.2 in 1943 and 434.6 in 1927.

On February 5, 1943, an inspection of the site was made by the following engineers from the Highway Department: C. B. McCullough, H. G. Smith, E. A. Collier, K. D. Lytle, B. A. Martin, Marshall Dresser, and G. S. Paxson. The effects of high water were still visible at that time, and a fairly complete and detailed examination was made.

The flooded area on the west side of the Willamette River, which is of interest in this problem, extends from McVeigh Point on the south to Judkins Point on the north. In this section, the Willamette River, which is flowing approximately north at McVeigh Point, makes a right angle bend to flow west at Judkins Point. The hills which border the flood plain cut across between the two points in a northwesterly direction, leaving a low-lying overflow plain (triangular in shape) with a length of 8,000 feet and a maximum width of 4,000 feet. This plain is under cultivation, and many dwellings and small business establishments (especially along the Pacific Highway which is located near the river bank on the two legs of the triangle) have been constructed on it.

About half way between the two points, the Southern Pacific Company's Cascade branch cuts across the flood plain and crosses the river

at a point 1,000 feet south of Springfield Junction. The railroad is carried on an embankment well above any possible high water. The only relief openings in the embankment west of the Pacific Highway are trestles through both legs of the wye connection where the Cascade branch leaves the Siskiyou line at the west edge of the flood plain. These trestles are 180 feet in length and provide about 1,100 square feet of waterway at flood stage. The embankment effectively divides the flood plain into two parts.

At the time of the inspection, a large amount of drift (consisting of grass and small sticks) was in place, indicating the direction of high-water currents. These current directions along the highway are shown on the accompanying map. In the area between the railroad embankment and McVeigh Point, the current was to the west across the highway at the south end and back to the east at the north end, showing that the embankment acted as a check on the current in this area. Below the railroad embankment, the current cuts diagonally across the bend in the highway at Springfield Junction and then flows nearly parallel with the highway to a point approximately 1,500 feet east of Judkins Point. At one point about 2,500 feet east of Judkins Point, the current is to the south across the highway and into the flood plain rather than toward the river. At Judkins Point and for a distance of 1,500 feet east, the currents are turned by the point and flow toward the river at an angle of approximately 45 degrees with the highway.

The Pacific Highway, as now under reconstruction from Judkins Point to Springfield Junction, approximately follows the old alignment, except at the point itself where it crosses the railroad tracks and runs on the south or inland side of the railroad into Eugene. The grade elevation over the railroad tracks is at approximately Elevation 470 or 35 feet about flood stage of the river. The highway crosses the railroad on a timber trestle which extends 300 feet to the east of the railroad and connects with an embankment that descends toward the east to meet the present pavement grade approximately 2,100 feet east of the railroad crossing.

This timber trestle provides a relief opening (approximately 180 feet in length) which will provide approximately 1,100 square feet of waterway at right angles to the stream flow. The effective waterway will be equal to that provided by the relief openings through the railroad embankment previously described.

The surface of the highway embankment meets the flood water elevation at a point approximately 1,100 feet from the end of the Judkins Point trestle and meets the present pavement grade at a point about 1,000 feet farther east. A section of the present flood waterway (approximately

2,100 feet in length along the highway center line) is thus totally or partially blocked. At right angles to the current, the effective waterway blocked is approximately 6,500 square feet. Elevations taken on high-water marks along the highway show that the high-water surface gradient was about 0.00085 foot per foot in the direction of flow. Taking into account the obstructions in the channel, the stream velocity across the highway was approximately 3.8 miles per hour, and the total discharge through the sections blocked up did not exceed 36,000 cubic feet per second.

The difference in high-water elevation from the place where the highway embankment meets the high-water elevation to Judkins Point is 1.4 feet. Regardless of restriction at the relief opening, this is the maximum head that can be placed on the relief opening. The actual head will be somewhat less due to friction in the approach area. Assuming this maximum head and assuming further that it is dissipated in 300 feet through and below the opening, the resultant velocity through the relief opening would be approximately 10 miles per hour, and the volume of water would be 15,900 cubic feet per second. It will be noted that this volume is a little less than half the volume obstructed by the embankment. All of the remainder of the obstructed volume need not be carried across the highway east of the embankment. The backwater head will prevent most of this water from entering the area south of the highway and should reverse the direction of the current where the water now flows south across the highway and into the area south of the embankment. The restriction of the waterway at the relief opening will unquestionably raise the high-water elevation in the area south of the embankment. This raise will be a maximum of 1.4 feet at the relief opening, decreasing to an insignificant amount at the point where the embankment elevation meets the high-water elevation. Current velocities over this area, however, will be considerably reduced. Thare are no buildings in this area at present, and the resultant flood damages should be materially less with the embankment as planned. The increased velocities through the relief opening will be taken care of by riprap on the stream banks and bottom. No appreciable effect should be felt above the point where the embankment and high-water elevations meet.

The effect of lengthening the relief opening has been studied. By lengthening the structure 300 feet and placing a head of 1 foot on the opening, the entire volume now carried by the obstructed channel can be carried with a stream velocity of about 8.7 miles per hour. The resultant high water back of the embankment would be within a few inches of the elevation caused by the shorter relief opening, and the velocities over the area would be considerably greater, approaching the velocity of the recent flood.

After the inspection, it was decided that a lengthening of the structure was not advisable, but that the channel should be deepened as much as is necessary to provide a waterway equal to that now available through the railroad embankment and that a heavy riprap blanket should be placed on the slopes and bottom of the relief channel.

Very truly yours,

G. S. Paxson
Bridge Engineer

GSP CM
Attached

RIVER

MILL RACE

33

WOODLAND

AVE

AVE

VER

856+54.3 =
0+00 City Limits =

33

N 83° 10' E.
12" I. PIPE
1+16.6 PC =
Δ 3°20'
T. 83.4
2°CL.

5+88.1 PT
N. 79° 50' E.

12" I. PIPE

WOODLAND

AVE

6°C.R.
Δ 28°05'
T. 203.7

10+48.0 PT.

12" I. PIPE

10+55.8 N. 79° E.

12+21.2 P.C.
T. 175.9
Δ 9°31'
1°C.L.

EQUATION

15+78.9 P.T. =
15+78.6
S. 79° 36' E.

12" CONC. PIPE

19+07.2 P.C.
T. 167.8
Δ 55°36'
18°C.L.

22+16.1 P.T.

1°C.L.
Δ 1°53'
T. 94.2

EQUATION

24+64.1 P.C.

126

26+52.4 P.T. =
26+59.0

29+09

New Bridge
Waterway Area
1.08 Sq. Ft.

E. New Highway Embankment

Walker Est.

W.L. Mc. Farland

O.C. Peterson

Mrs. Eric Lane

Cole

856+54.3 =
-0+00 City Limits =

33

N.83°10'E.

12" I. PIPE

1+18.6 P.C.

2°CL.
Δ 3°20'
T. 83.4

5+88.1 P.T.
N.79°50'E.

12" I. PIPE

WOODLAND AVE

10+46.7 P.C.
Δ 29°05'
T. 203.1
6°C.R.

10+49.0 P.T.

12" I. PIPE

S.79°55'E.

12+27.2 P.C.

1°CL.
Δ 3°31'
T. 175.9

EQUATION

15+78.9 P.T. =
15+78.6
S.79°36'E.

12" CONC. PIPE

Webster

19+07.2 P.C.

1°CL.
Δ 1°53'
T. 167.8

1°CL.
Δ 1°53'
T. 94.2

EQUATION

22+16.1 P.T.

24+64.1 P.C.

26+52.4 P.T. =
26+69.0

29+09

126

AVE

VIEW.

12°C.R.
Δ 31°06'
T. 132.9

18" C.M.P.

New Bridge
Waterway
H.O.D.

New Highway Embankment

Walker Est.

W.L.Mc.Farland

Mrs. Eric Lane

Eugene Cole

O.C.Peterson

C. Ingles

Lot 8
I.R.1.1239

N.32°21'E.

Drg. I.R.1.1233

N.74°

38+40.9 P.C.
3°C.R.
Δ 8°20'
T. 139.1

41+18.7 P.T.

Walker Est.

Roy E. Glass

50

SOU. PAC.

34

Albert Perfect

Lot 7

Roy E. Glass

4°C.L.
Δ 9°37
T 120.5

57+65.5 P.C.

60+05.9 P.T.

Lot 6

L.J. Byrne

Palmer Bros.

J. J. Damaer

70+42.9 P.T.

EQUATION 0+00

E.L. Blossom

6°C.L.
Δ 35°36
T. 3066

Chas King

S 69°33' E.

S. 79° E.

N. 65°15' E.

Lot 8

C. Ingles

O.C. Peterson

N. 82°21' E.

1R-1-1239

40'

Deed R.W. 4607
Drg. 1R-1-1233

50+85.5 P.C.

53+14.7 P.T.

12°C.R.
Δ 28°06
T. 119.5

Walker Est.

ROAD

Chas. Heisler

Geo. Davenport

Alf Walker

EQUATION

"Rds. Dev. Area"

SPRINGFIELD JC. TRIANGLE

M.M. Hollis

74+49 P.C.

77+23.1

77+22

20°C.R.
Δ 61°42
T. 17.11

Y0+17.3 P.C.

Part Site Dg. #1R-1-87

Chas

School Ho

N 74° E

W.L. Mc. Farland

Mrs. Eric Lane

Eugene Cole

36+40.6 P.C.

3°C.R.
Δ 8°20
T. 139.1

41+18.7 P.T.

Highway Embankment

Walker Est.

Area
Sq. Ft.

C.Rail road Embankment Under Cross

Rail Road Relief Opening
100' long, 1100 Sq. Ft. Area

SPRINGFIELD

MAIN ST.

S. 89°47' E.

ST.

ST.

ST.

SECOND ST.

S. A

S. B

S. D

22+60.7 P.T.

6°C.R. Δ 24°59 T. 211.6

18°

Chas King

Palmer Bros.

J. Damper 70+42.9 EQUATION 0+00 J. & J. Damper

6°C.L. Δ 35°36 T. 306.6

5+93.5 P.T.

N. 65°15' E.

4°C.L. Δ 9°37 T 120.5

Lot 6

L.J. Byrne

57+65.5 P.C.

60+05.9 P.T.

S. 79° E.

°33 E.

34

Park Site Dy. W/R-1-ST

17+30.6 P.C. R 0 Δ 82°37 T. 287.7

Churchill heirs

Y0+17.9 P.C.

77+23 77+22

74+42.9 P.C.

20°C.C. Δ 61°42 T. 171.1

Store

80

Lot 78

Lot 5

Chas. Heisler

Geo. Davenport

Alf Walker

ROAD

ROAD

ROAD

EQUATION

"Rds. Dev. Area"

SPRINGFIELD JC. TRIANGLE

M.M. Hollis

Under Crossing

School Ho

18

2°C.L. Δ 3°20 T 83.4

87+66.6 P.C.

89+33.3 P.T.

90

21

Chas Spencer

Peterson

A.L. Sighor

W.A. Basfield

Mrs. Julia Nail

W.H. Collins

B. Hughes

S. 20°

Barn.

Ho.

48

SPRINGFIELD

S.89°47'E.

MAIN ST.

ST.

ST.

ST.

SECOND ST.

ST.

S.A

S.B

S.D

22+607 P.T.

6°CR
Δ 24°59'
T. 211.6

Chas King

6°GL
Δ 35°36'
T. 306.6

S.E. 6 P.T.

N.65°15'E.

Park Site
Orig. W.I.R.I. 87

Churchill heirs

Lot 5

Store

20°CR
Δ 61°42'
T. 171.1

74+149 P.C.

77+23 P.T.

77+22

80

Blk 78

Alf Walker

EQUATION

Area

JC. TRIANGLE

M.M. Hollis

Road Embankment Under Crossing

School Ho.

87+66.5 P.C.

2°CL
Δ 3°20'
T 83.4

89+333 P.T.

90

Chas Spencer

Peterson

A.L. Sighor

W.A. Basfield

9.20

Barn

Ho.

Mrs. Julia Nail

W.H. Collins

A.B. Hughes

T. 17 S. R. 3 W.

T. 18 S. R. 3 W.

POTTER

UNIVERSITY

UNIVERSITY OF OREGON

ONYX

ST.

EMERALD

ST.

BEECH

AVE.

AVE.

AGATE

SCHOOL

ST.

COLUMBIA

MOSS

BOULEVARD

AVE.

VILLARD

ORCHARD

AVE.

See IR-1-1414

SITE

FAIRMOUNT

WALNUT

BOULEVARD

BIRCH

15TH.

CITY LIMITS

VILLARD

ORCHARD

AVE.

Sec 18-1-14E

SITE

FAIRMOUNT

WALNUT

BOULEVARD

BIRCH

75TH.

CITY LIMITS

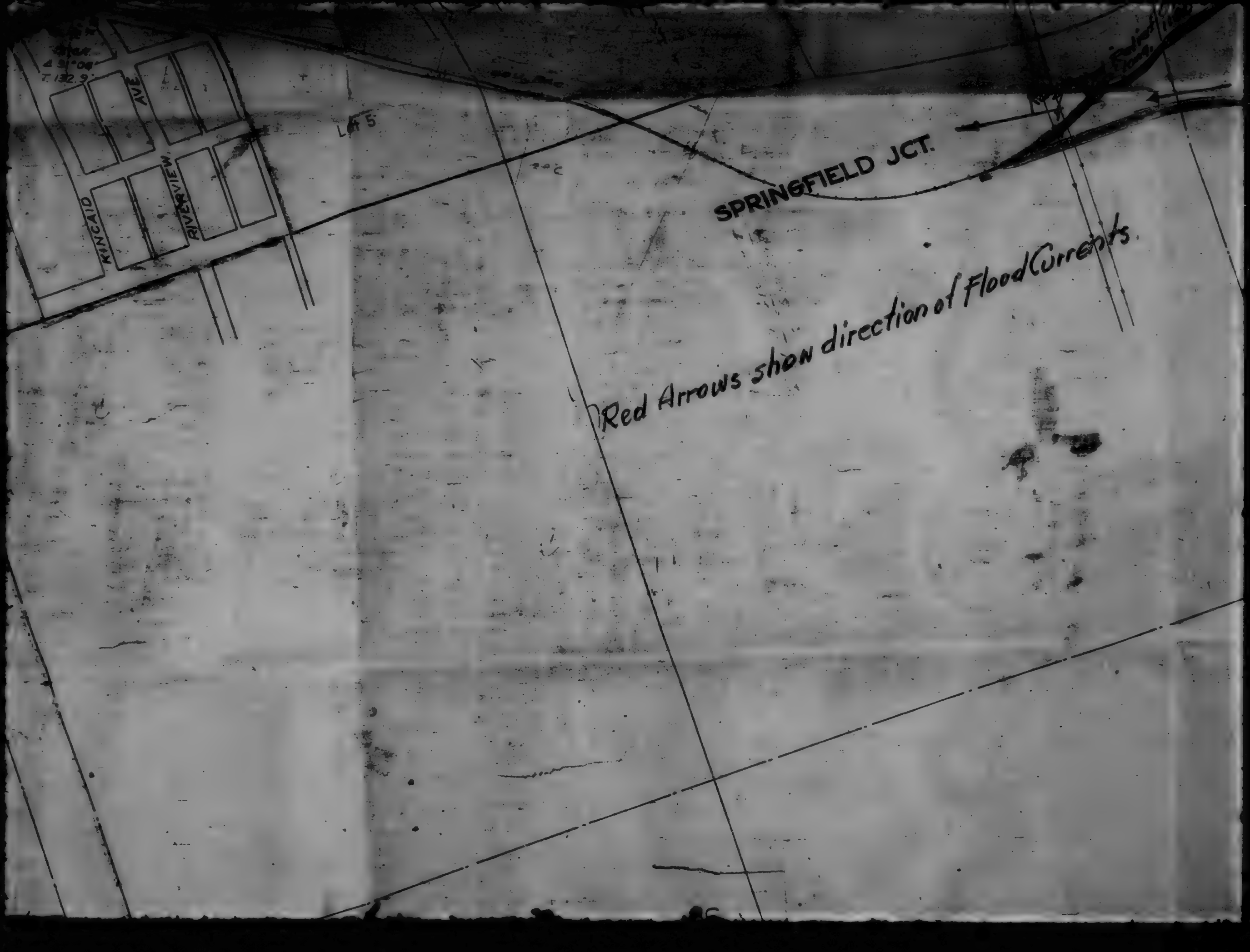
Lot 6

KINCAID

AVE.

RIVERVIEW

Lot 5


KINCAID AVE
RIVERVIEW
L & N
SPRINGFIELD JCT.
Red Arrows show direction of Flood Currents.

SPRINGFIELD JCT.

Red Arrows show direction of Flood Currents.

Feb. 16-43
J.A.W.

3

NGFIELD JCT.

Rail Road Retaining Wall 180 Long, Thick

EQUATION

96+92.4 P.T.

M.G. Viles

102+25.7 P.T.

102+26.2

107+00

40°57' R.

J. Newm

A.L. Signor

110

Wm. H

Thompson

Walker

Mrs.

Yea

Brown

on direction of Flood Currents.

Feb. 16-43

J.A.W.

3

W. Denny

Highway Embankment

124+69.5 P.C.

8°C.R.

Δ 17°45'

T. 111.8

127+11.4 P.T.

S. 12°54

McVEIGH POINT

Over Crossing

Wm. Denny

EQUATION

98+92.4 P.T.

102+257 P.T. =
102+262

M.G. Viles

Δ 4°30'
Δ 15°00
T. 167.6

107+00
40°57' R.

J. Newman

A.L. Signor

110

Wm. Hyne

Thompson

Walker

Mrs. L. Yeager

Brown

R.W. Feb. 20, 1927,
451.6

120

Feb. 16-43
J.A.W.

W. Denny
Highway Embankment

124+89.5 P.C.

8°C.R.
Δ 17°45
T. 111.8

127+11.4 P.T.
S. 12°54' W.

Mc VEIGH POINT
Over Crossing

130

130+84.1 P.C.

2°C.L.
Δ 2°38
T. 65.9

260'

132+15.0 P.T.

S. 10°18' W.

134+58

128

136+886 P.C.

4°C
Δ 18°5
T. 23

POTTER
UNIVERSITY
UNIVERSITY OF OREGON
ONYX
EMERALD
BEECH
AGATE
SCHOOL
COLUMBIA
MOSS
VILLARD
ORCHARD
FAIRMOUNT
WALNUT
CITY LIMITS

VILLARD

ORCHARD

FAIRMOUNT

WALNUT

BOULEVA

CITY LIMITS

4

Red

Red Arrows show direction of Flood Cur

4

Red Arrows show direction of Flood Curre

3

direction of Flood Curre

Walker

Brown

Feb. 16-43
J.A.W.

3

W. Denny

Highway Embankment

124+89.5 P.C.

127+11.4 P.T.

S. 12°54' W.

Mc. VEIGH POINT
Over Crossing

Wm. Denny

Thompson

Walker

Mrs. L. Yeager

Brown

Wm. Hyn

A.L

S. 45° E.

H.W. Feb. 20, 1927, 451.6

120

Feb. 16-43
J.A.W.

W. Denny
Highway Embankment

124+89.5 P.C.

8°C.R.
Δ 17°45'
T. 111.8

127+11.4 P.T.

S. 12°54' W.

3

McVEIGH POINT
Over Crossing

130+84.1 P.C.

2°C.L.
Δ 2°38'
T. 65.9

260'

132+15.0 P.T.

S. 10° W.

128

134+58

136+886 P.C.

4°C.L.
Δ 18°51'
T. 237.8

Wm. Denny

Creek

40

141+59.9 P.T.

LANE

ROAD

S. 8°35' E.

S. 8°35' E.

Tom Bennett

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 6, 1943

FAGM 161-A-3

SUBJECT: Overcrossing Opening at Judkins Point

To: Mr. R. H. Baldock
Chief Engineer
Department

REFERRED TO
McCulloch
by Chief Engineer
please mark + file.

Dear Sir:

You will remember a month ago, I suggested two changes in the design of the overcrossing at Judkins Point.

1 - PROTECTION OF THE PROPOSED OPENING WITH HEAVY ROCK. The overflow opening for flood waters of the Willamette River is about 125 feet wide on the bottom and is bounded on the west by natural ground on which the railroad is constructed. It will be bounded on the east by our fill at the east end of the overhead structure. In my opinion, the velocity of the water through this opening will be sufficient to require rock protection and I respectfully suggest that the floor of this opening be excavated about three feet deeper than the natural ground and backfilled with heavy rock. I also suggest that the slopes on each side be protected to the high water level. Excellent rock is available from an adjacent cut. The bank of the millrace north of this opening should also be protected with rock riprap.

If the finished top of the rock protection in the floor of this opening is made one foot below the natural ground, the effective opening will be the same cross section as that now existing at the railroad trestle about one-half mile upstream but there will be no additional area available for water which now flows around the east end of the railroad embankment at the existing highway underpass and which water turns to the west and some of which again reaches the river near Judkins Point.

2 - INCREASE LENGTH OF STRUCTURE BY 200 FEET. Our proposed fill extending east from the overhead crossing at Judkins Point will stop the flow of water back into the Willamette River for a distance of approximately 1000 feet. During the recent flood the water was from three to five feet deep over this 1000-foot strip and the direction of the current was about 45° to our pavement. The current was report as being rather swift. Some trees were washed out in an orchard 400 feet east of our overhead crossing and about opposite the middle of our fill. It is my opinion that the water level for one-half mile upstream from Judkins Point will be raised by the construction of our fill. The amount of rise has been estimated by Mr. Paxson not to exceed one foot in the opening and, in his opinion, the water will be raised only a matter of two or three inches at a point 1000 feet upstream to the east.

At this point, 1000 feet east of the opening, there are a number of small houses along the south side of the highway and it is my opinion that the velocity of the water may be increased through this area by the construction of our fill and that this increased velocity would be reduced by increasing our proposed opening by lengthening the structure 200 feet.

Suggestion No. 1 was agreed upon yesterday by Mr. McCullough, Mr. Paxson, and Mr. Smith and will protect our structure and fill from damage by erosion.

Suggestion No. 2 is based on the Highway Commission's responsibility to provide adequate openings for water flowing in its natural channels. The plan to lengthen the structure was given serious consideration because of the possible damage to the small houses and property. Mr. McCullough will, no doubt, make his recommendations to you today.

Very truly yours,

E. A. Collier
Maintenance Engineer

EAC/er

RIVER
MILL RACE
ST.
ST.
AVE.
AVE.
ST.
BOULEVARD
AVE.
AVE.

Walker Est.
Lot 5
RIVERVIEW
AVE
MACNAID
AVE
Stockton
AVE
12" I. PIPE
10+080
6+467 PC
R=286.05
T=205.1
AVE
WOODLAND
15TH
ST
EQUATION
EQUATION
126
33
N.75°54'E
30
29+09
26+530
24+641 PC.
20
19+07 2 PC.
18+64
16+04
15+789 PT =
15+786
S79°36'E.
12+212 PC.
S.75°54'E.
5+881 PT
N79°50'E.
4+186 PC =
N.83°10'E.
0+00 City Limits=
856+54.3=
12" CONC PIPE
12" I. PIPE
12" I. PIPE
12" I. PIPE
Webster
Δ 31°00'
T. 132.9
Δ 69°36'
T. 94
Δ 65°36'
T. 67.8
Δ 43°31'
T. 175.9
Δ 83°20'
T. 47

EQUATION
J. Damper
F.L. Blossom
Palmer Bros.
Lot 6
L.J. Byrne
S. 79° 10' E.
Geo. Davenport
Chas. Heisig
SPRINGFIELD JC. TRI
Rds. Dev. Area
Walker
60+05.9 PT
4° C.L.
Δ 9° 37'
T. 120.5
57+65.6 PC
60
ROAD
34
Albert Perfect
Lot 7
S. 69° 33' E.
59+14.7 PT
12° C.R.
Δ 28° 06'
T. 119.5
50+85.5 PC
Roy E. Glass
C. Ingles
J.C. Peterson
Lot 8
Deed
Walker Est.
41+18.7 PT
38+40.9 PC
Eugene Cole
Mrs. Eric Lane
W.L. McFarlane
SOU. PAC. R.R.
SPRINGFIELD JCT.

34

Albert Perfect

Lot 7

4°CL.
Δ 9°37'
T 120.5

57+65.5 PC

60+05.9 PT.

Lot 6

L.J. Byrne

Palmer Bros.

J. Damber

70+42.9 = EQUATION 0+00

L.L. Blossom

Chas King

6°CL.
Δ 35°36'
T. 306.6'

N. 65°15' E.

S 79°10' E

S 69°33' E.

Park Site
Dy. = 1/4-87

Churchill heirs

121

17°30' C.R.
Δ 62°37'
T. 287.7

Y.O. 17.5 P.C.

77+234 P.T.
77+12.2

74+49 PC

20°C.R.
Δ 61°42'
T. 171.1

Lot 78

Lot 5

12" SONIC PIPE

Store

50+85.5 PC.

53+14.7 PT

12°C.R.
Δ 28°06'
T. 119.5

ROAD

60

Chas. Heisig

Geo. Davenport

EQUATION

Alf Walker

ROAD

"Rds. Dev. Area"

SPRINGFIELD JC. TRIANGLE

M.M. Hollis

Under Crossing

School Ho

87+66.6 PC

90+89+3

Chas Spencer

Peterson

A.L. Signor

EQUATION

NGFIELD JCT.

SPRINGFIELD

MAIN ST.

S. 89° 47' E.

ST.

ST.

ST.

SECOND ST.

22+69.7 P.T.

S. A

S. B

S. D

6° C.R.
Δ 24° 59'
T. 211.6

Chas King

6° C.L.
Δ 35° 36'
T. 306.6

N. 65° 15' E.

Palmer Bros.

J. J. Damper

79+42.9 = EQUATION 0+00

79° 10' E

Geo. Davenport

EQUATION

"Rds. Dev. Area"

INGFIELD JC. TRIANGLE

M. M. Hollis

Fork Site
Dry #1 R.I. 67

"Y" Op 17.3 P.C.

Churchill heirs

17.30 C.R.
Δ 82° 37'
T. 287.7

74+14.9 P.C.

77+23.4 P.T. =
77+1.22

20° C.L.
Δ 61° 42'
T. 171.1

St. Hd.

Lot 78

Lot 5

12" CONC PIPE

2° C.L.
Δ 3° 20'
T. 83.4

87+66.6 P.C.

89+33.3 P.T.

90

Under Crossing
School Ho

Chas Spencer

Peterson

A. L. Sigfnor

W. A. Basfield

S. 20° E.

Barn.

Ho.

Ho.

Mrs. Julia Nail

W. H. Collins

A. B. Hughes

100

98+92.4 P.C.

4° 30' C.R.
Δ 15° 00'
T. 167.6

102+25.7 P.T. =
102+26.2

S. 5° E.

M. G. Viles

107+00
40° 57' R.

J. Newman

EQUATION

A. L. Sigfnor

110

Wm. Hyne

Thompson

Walker

Mrs. L. Yeager

SPRINGFIELD

MAIN ST.

S. 89° 47' E.

ST.

ST.

ST.

ST.

SECOND ST.

S. A

S. B

S. D

6° C.R.
Δ 24° 59'
T. 211.6

T. 17 S. R. 3 W.

T. 18 S. R. 3 W.

2° C.L.
Δ 3° 20'
T. 93.4

66.6 P.C.

89 + 33.3 P.T.

W. A. Basfield

Mrs. Julia Nail

W. H. Collins

A. B. Hughes

M. G. Viles

J. Newman

Wm. Hyne

A. L. Signor

S 20°

Barn.

Ho.

Ho.

Ho.

98 + 92.4 P.C.

102 + 25.7 R.T.

102 + 25.7

Δ 30° 42'

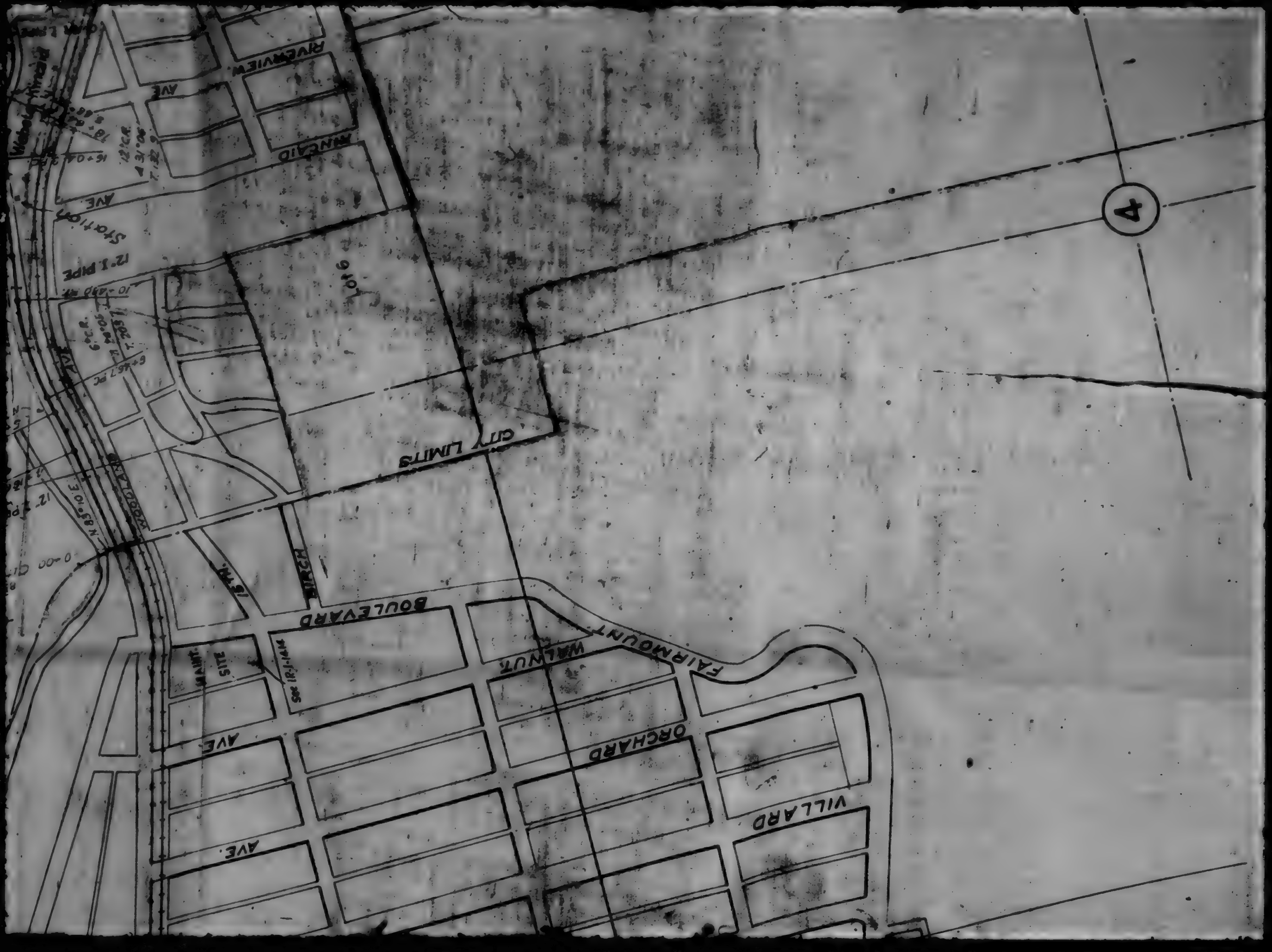
R 5.00

S 5° E.

107 + 00
40° 57' R.

110

ST.
ST.
ST.
AVE.
AVE.
ST.
BOULEVARD
AVE.
AVE.
MAIN
SITE
See IR-J-144
BOULEVARD
ONYX
EMERALD
BEECH
SCHOOL
MOSS
UNIVERSITY
OF
OREGON
ORCHARD
FAIRMOUNT
UNIVERSITY
AGATE
COLUMBIA
VILLARD


RIVERVIEW
AVE
MANZANITA
AVE
Stockton
12" S. PIPE
10" ASB
6"C.I.
6+467 PC
AVE
N 85°10' E
12" Pipe
CITY LIMITS
ASPHALT
ROAD
15TH
BIRCH
BOULEVARD
MAINT.
SITE
See IR-J-144
WALNUT
FAIRMOUNT
AVE
ORCHARD
AVE
VILLARD
4

Lot 5

RIVERVIEW AVE

RANCHO AVE

Lot 6

CITY LIMITS

BOULEVARD

FAIRMOUNT

4

SOU. PAC. R. R.

SPRINGFIELD JCT.

SPRINGFIELD JCT.

3

98+92.4 P.C.

102+25.7 P.T.
102+26.2

Δ 4°30'42"
Δ 15°08'
T 167

EQUATION

A.L. Signer

Thompson

Walker

Bro

W. Denny

3

McVEIGH POI
Over Crossin

A. B.

M.G.Viles

98+92.4 P.C.

102+25.7 P.T.

102+26.2

4°30' C.R.
Δ 15°00'
T. 167.8

S. 5°45' E.

EQUATION

107+00
40°57' R.

J. Newman

A.L. Sighor

110

Wm. Hyne

Thompson

Walker

Brown

Mrs. L. Yeager

S. 4°51' E.

R.W. Pub. 120, 1927, 66'-0"

120

W. Denny

124+69.5 P.C.

8°C.R.
Δ 17°45'
T. 111.8

127+11.4 P.T.

S. 12°54' W.

McVEIGH POINT
Over Crossing

130

130+84.1 P.C.

2°C.L.
Δ 2°38'
T. 65.9

260'

132+15.0 P.T.

S. 10°31' W.

134+58

136+886 P.C.

4°C.L.
Δ 18°51'
T. 237.8

Wm. Denny

Creek

141+59.9 P.T.

LANE

ROAD

S. 8°36' E.
S. 8°38' E.

Tom Bennett

150

A. B.

M.G.Viles

98+92.4 PC.

102+25.7 RT.

102+26.2

Δ 15°00

T 167

107+60

40°57' R.

J. Newman

A.L. Sigfnor

Wm. Hyne

Thompson

Walker

Brown

Mrs. L. Yeager

S 4°51' E.

W. Denny

124+89.5 PC.

Δ 17°45

T. 111.8

8°C.R.

127+11.4 P.T.

S. 12°54' W.

McVEIGH POINT

Over Crossing

130+84.1 PC.

2°C.L.

Δ 2°38

T 65.9

260'

132+150 P.T.

128

134+58

S 21°10' W.

136+886 PC.

4°C.L.

Δ 18°51

T. 237.8

Wm. Denny

Creek

141+59.5 P.T.

LANE

ROAD

S 8°36' E.

Tom Bennett

RECEIVED
FEB 13 1943
FOR FILING

FAGH 101-L-3

Salem
February 8, 1943

Judkins Point Overcrossing

Mr. E. A. Gellier
Maintenance Engineer
O F F I C E

Dear Sir:

Mr. Baldock handed me all of the copies of your letter to him of February 6 regarding the overcrossing opening at Judkins Point. I have referred one of these to Mr. Paxson for his information and I am returning one herewith.

I concur in your recommendation in regard to protecting the proposed opening with heavy rock. I also think that this opening should be excavated deep enough so that the finished top of the rock protection in the floor will lie 1' below the natural ground level, thus rendering the effective opening approximately the same as that of the railroad trestle above. The bank of the millrace north of this opening should also be riprapped, as suggested by you.

CBM:MC

C. B. McCullough

cc - C. B. Paxson

RECEIVED
JAN 5 1943
FOR FILING

FAGM 161-D-3

January 4, 1943

Mr. W. E. Lynch
District Engineer
Public Roads Administration
Post Office Box 3900
Portland, Oregon

Dear Sir:

We are enclosing herewith two signed copies of project agreement for the Judkins Point Overcrossing Section, Project No. 161-D ~~DH-FAGM 161-2~~ (3) (On).

Very truly yours,

R. H. BALDOCK
Chief Engineer

By

S. H. Probert
Office Engineer

Encl. by J. W. Nash/GS

Encl.

RECEIVED
FOR FILING

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

FAGM 161-D-3

MONTANA
OREGON
WASHINGTON

December 10, 1942

POST OFFICE BUILDING
PORTLAND, OREGON

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith two copies of proposed project agreement for signature and return to this office for Oregon Federal Aid Grade Crossing Project SN-FAGM 161-D (3)(On), Eugene Overpass.

Enclosed also is an approved copy of the detail estimate upon which the agreement was based, together with approved copy of specifications.

Copies of the title sheet for the Washington Office have been misplaced. Will you please send us two additional copies.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
L. J. Caufield
Sr. Highway Engineer

Encls.

RECEIVED
DEC 11 1942
STATE HIGHWAY COMMISSION

Tron

RR 289

Mr. Glaisyer: The agreement referred to is one that was signed at the last Commission meeting. I have recorded the agreement in our records and Mr. Saling now has it for recording in the county records.

RECEIVED
DEC 3 1942
FOR FILING
NOTED
H. B. GLAISYER

FAGM 161-B-3

COMMISSION

NDENCE

.....

2.....

682 Southern Pacific
crossing at Eugene

Dear Sir:

We herewith hand you an executed copy of the agreement between the Southern Pacific Company and the State covering the overcrossing at Eugene, on the Eugene-Judkins Point Section of the Pacific Highway.

Yours very truly,

J. M. DEVERS

By
A. B. KNEASS

TT/enc.

NOTED
H. B. GLAISYER

RECEIVED
NOV 28 1942
OREGON
STATE HIGHWAY COMMISSION

RR 289

FORM E-80 3066 5-41

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

RECEIVED
DEC 3 1942
FOR FILING

Salem, Oregon
November 28, 1942.

Subject: R 10682 Southern Pacific
Overcrossing at Eugene

To: Mr. H. B. Glaisyer,
Secretary,
O f f i c e.

L

Dear Sir:

We herewith hand you an executed copy of the agreement between the Southern Pacific Company and the State covering the overcrossing at Eugene, on the Eugene-Judkins Point Section of the Pacific Highway.

Yours very truly,

J. M. DEVERS

By A. B. KNEASS

TT/enc.

NOTED
H. B. GLAISYER

RECEIVED
NOV 28 1942
OREGON
STATE HIGHWAY COMMISSION

FORM S-161X 500 5-42

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN
PORTLAND
HURON W. CLOUGH, SECRETARY
CANYONVILLE
HERMAN OLIVER, MEMBER
JOHN DAY

RECEIVED
DEC 4 1942
FOR FILING

OREGON STATE HIGHWAY COMMISSION

R. H. BALDOCK, CHIEF ENGINEER
C. S. McCULLOUGH, ASST. CHIEF ENGINEER
J. M. DEVERS, CHIEF COUNSEL
H. B. GLAISYER, SECRETARY

161-D-3

OFFICE OF G. S. PAXSON, BRIDGE ENGINEER
SALEM

November 25, 1942

IN REPLY PLEASE REFER TO FILE NO.

Southern Pacific Company
Union Station
Portland, Oregon

Attention of Mr. H. L. Jennings

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

SN-FAGM 161-D(31)(a)

Reference is made to your letter of November 9 concerning reimbursement for the cost of erecting and removing tailtales at the Judkins Point Overcrossing in Eugene. This matter was referred to the Public Roads Administration with a request that the estimated cost be added to the reimbursable items. The Public Roads Administration has advised that these costs may be added and reimbursement made in accordance with the rules governing such projects. Tailtales are necessary as a safety measure, and we are willing to recommend their approval as a continuing item.

Very truly yours,

R. H. Baldock
Chief Engineer

By

W. N. LYNCH
District Engineer

G. S. Paxson
Bridge Engineer

GSP CM
cc J. W. Nash

November 23, 1942

NOV 2 1 1942

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to Mr. Parson's letter of November 13, 1942 relating to the necessity of erecting telltales at the Judkins Point Overcrossing, Oregon SE-FASH 161-D(3)(cm).

Undoubtedly these telltales are necessary as a safety measure, and we are willing to recommend their approval as a contingent item.

Very truly yours,

W. H. LYNCH
District Engineer

by

FORM S-101X 500 5-42

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN
PORTLAND
HURON W. CLOUGH, MEMBER
CANYONVILLE
HERMAN OLIVER, MEMBER
JOHN DAY

OREGON
STATE HIGHWAY COMMISSION

R. H. BALDOCK, CHIEF ENGINEER
C. S. McCULLOUGH, ASST. CHIEF ENGINEER
J. M. DEVERS, CHIEF COUNSEL
H. B. GLAISYER, SECRETARY

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NOV 17 1942
FOR FILING

Public Roads Administration — November 13, 1942

approximately $150. It will cost $100 for labor and $50 for material.
[illegible] the railroad company is responsible for the telltales,
[illegible] your ruling as to whether they can be considered
reimbursable.

FAGM 161-B

OFFICE OF C. S. PAXSON, BRIDGE ENGINEER
SALEM

November 13, 1942

IN REPLY PLEASE REFER TO FILE NO.

Very truly yours,

R. H. Baldock
Chief Engineer

By

Public Roads Administration
Box 3900
Portland, Oregon

Gentlemen:

C. S. Paxson
Bridge Engineer

Subject: Judkins Point Overcrossing
SP-FAGM 161-B (3) (cm)

CSP EM
cc H. W. [illegible]

The Southern Pacific Company has erected telltales on each side of the Judkins Point Overcrossing. These telltales consist of posts on each side of the track with a horizontal bar over the trunk, and to this bar are fastened short pieces of rope which hang down below the clearance line of the Judkins Point Overcrossing. The purpose is to warn train crew men who might be on top of the train that they are approaching a limited vertical clearance. These telltales will be needed only during the time the Southern Pacific Company's trains are operating over the present main line track. As soon as our work is far enough along so that the Southern Pacific Company's trains can be operated over the relocated main line, the full necessary vertical clearance will be provided, and the telltales will be removed.

These telltales were not mentioned in our agreement with the Southern Pacific Company nor were they shown in the detailed list of reimbursable items submitted to us by the Southern Pacific Company before the contract was let. Apparently this was an oversight on the part of the railroad company. The company is asking that we include the cost of erecting and removing these telltales in the list of reimbursable items. The company estimates that the cost will be

Iron

approximately $150. It will cost $100 for labor and $50 for material. We can concur with the railroad company in the need for the telltales, and we would ask your ruling as to whether they can be considered reimbursable.

Very truly yours,

H. H. Baldock
Chief Engineer

By

O. S. Powers
Bridge Engineer

CHP:CH
cc J. E. Nash

Charge to the account of $

CLASS OF SERVICE DESIRED			
DOMESTIC		CABLE	
TELEGRAM		ORDINARY	
DAY LETTER		URGENT RATE	
SERIAL		DEFERRED	
OVERNIGHT TELEGRAM		NIGHT LETTER	
SPECIAL SERVICE		SHIP RADIOGRAM	

Patrons should check class of service desired; otherwise the message will be transmitted as a telegram or ordinary cablegram.

WESTERN UNION

1217-B

R. B. WHITE
PRESIDENT

NEWCOMB CARLTON
CHAIRMAN OF THE BOARD

J. C. WILLEVER
FIRST VICE-PRESIDENT

CHECK
ACCOUNTING INFORMATION
TIME FILED

Send the following telegram, subject to the terms on back hereof, which are hereby agreed to SALEM OREGON NOV 8 1943

MR GEORGE W CAMPBELL
WAR PRODUCTION BOARD
ROOM 301 433 2nd STREET N W
WASHINGTON D C

REF: L 216 CONTRACT FOR JOINING POINT OVERCROSSING ON STRAWBERRY PACIFIC HIGHWAY AT ENGENE PROJECT OREGON NO F A OR 163 B (3) REQUIRED 920 M-FBM NUMBER ONE COMMON DOUGLAS FIR LUMBER OF WHICH 252 M-FBM HAS BEEN DELIVERED NOV WHAT SHALL NOW OBTAIN RELEASE OF REMAINING 298 M-FBM WHICH RANGES IN SIZE FROM SIX INCHES BY EIGHT INCHES TO TWELVE INCHES BY TWENTY EIGHT INCHES PROJECT HAS PREFERENCE RATING ORDER P 10 B SERIAL NUMBER 9939 B BARGAR BROTHERS SALEM OREGON CONTRACTORS BUCKER KELLY LUMBER COMPANY EUGENE OREGON PRODUCER LUMBER NEEDED IMMEDIATELY

R B BALDOCK
CHIEF ENGINEER
OREGON STATE HIGHWAY COMMISSION

Copies to
Confirmation
Auditor
Files
R.M.Clymer
Paul Stevens, West Coast Lumbermen's Assn.,
502 Yeon Bldg., Portland, Ore. (2)

RECEIVED
NOV 16 1942
FOR FILING

EAGM 161-D-3

October 20, 1942

Mr. W. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland, Oregon

Dear Sir:

In accord with the suggestion contained in your letter of October 16, 1942, we are enclosing herewith seven copies of page 4 of the project agreement estimate for the Judkins Point Section, Project No. SN-FAGM 161-D (3) (cm), on which page the 1941 Federal Aid Grade Crossing funds requested have been increased to $33,314.75, to absorb all unobligated funds.

Very truly yours,

R. H. BALDOCK
Chief Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ER

Encl.

FEDERAL WORKS AGENCY

PUBLIC ROADS ADMINISTRATION

SUMMARY OF FUNDS REQUESTED

	Total Cost	FAUM Funds	State Funds
62' Roadway	$ 232,266.10	$ 184,014.00	$ 48,252.10
48' Roadway	9,172.90	7,267.00	1,905.90
Structure	84,744.00	67,139.75	17,604.25
	$ 326,183.00	$ 258,420.75	$ 67,762.25

1941 Federal Aid Grade Crossing Funds $ 33,314.75 Length .052 mile
1943 Federal Aid Grade Crossing Funds 225,106.00 Length .354 mile

State Funds for Construction: Chap. 175, Laws 1917; Chap. 32, Laws 1920; Chap. 529, Laws 1939
State Funds for Maintenance: Chap. 527, Laws 1939

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

October 16, 1942

POST OFFICE BUILDING
PORTLAND, OREGON

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

In reviewing the proposed agreement estimate for Oregon Federal Aid Grade Crossing Project SN-FAGM 161-D(3)(On), Judkins Point Overcrossing Section at Eugene, we corrected an apparent typographical error in the quantity of "3"-0" Material in Base" for the roadway between Stations 184+00 and 185+57.2. We altered this from 220 to 200, making it agree with the price extension and the quantity shown on the preliminary estimate.

On the last page there is a discrepancy of one hundred dollars between the FAGM funds in the summary and the amount shown in the division by fiscal years. Here you request $33,136.33, 1941 funds. Our books show $33,314.75 available. If you care to use this amount, which will absorb all unobligated funds, please send us revised copies of page 4 for forwarding. We will hold the estimate till we hear from you.

Very truly yours,

W. H. LYNCH
District Engineer

October 16, 1942

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

In reviewing the proposed agreement estimate for Oregon Federal Aid Grade Crossing Project SE-FAGM 161-D(3)(Cm), Judkins Point Overcrossing Section at Eugene, we corrected an apparent typographical error in the quantity of "3"-0" Material in Base" for the roadway between Stations 184+00 and 185+57.2. We altered this from 220 to 200, making it agree with the price extension and the quantity shown on the preliminary estimate.

On the last page there is a discrepancy of one hundred dollars between the FAGM funds in the summary and the amount shown in the division by fiscal years. Here you request $33,136.33, 1941 funds. Our books show $33,314.75 available. If you care to use this amount, which will absorb all unobligated funds, please send us revised copies of page 4 for forwarding. We will hold the estimate till we hear from you.

Very truly yours,

W. H. LYNCH
District Engineer

RECEIVED
NOV 16 1942
FOR FILING

October 3, 1942

Mr. W. E. Lynch
District Engineer
Public Roads Administration
Post Office Box 3900
Portland, Oregon

Dear Sir:

Herewith are enclosed seven copies of estimate as basis for project agreement for the Judkins Point Section, Project No. SH-FAGM 161-D (3) (On).

Very truly yours,

R. H. BALDOCK
Chief Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/bs

Encl.

Oregon State Highway Department

Federal Aid Grade Crossing
Project No. SN-FAGN 161-D(3)(Cm)

JUNCTION POINT OVERCROSSING SECTION

OF THE PACIFIC HIGHWAY IN LANE COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, September 26, 1942

6ª Roadway (Sta. 170+26 to 184+00) (Contract No. 2592)

					$ 2,525.00
All Required		Clearing and Grubbing			
		Removal of Manholes	Total	$ 100.00	
1	only				100.00
820	cu. yds.	Structural Excavation, Common		1.50	1,230.00
330	cu. yds.	Structural Excavation, Solid Rock		5.00	1,650.00
80	cu. yds.	Trench Excavation, Common		1.50	120.00
18	cu. yds.	Trench Excavation, Solid Rock		5.00	90.00
46,700	cu. yds.	General Excavation, Common		.37	17,279.00
114,900	cu. yds.	General Excavation, Solid Rock		.88	101,112.00
227,000	yd. sta.	Short Overhaul		.02	4,540.00
1,100	C-yd.sta.	Long Overhaul		.40	440.00
3,000	lin. ft.	Bonding Cutbanks		.15	450.00
0.26	mile	Finishing Roadbed and Slopes		600.00	156.00
1,750	cu. yds.	Excavating and Placing Topsoil		1.00	1,750.00
390	lin. ft.	8" Sewer Pipe		.69	269.10
170	lin. ft.	10" Sewer Pipe		.85	144.50
870	lin. ft.	12" Sewer Pipe		1.15	994.50
330	lin. ft.	15" Concrete Pipe		1.15	379.50
64	lin. ft.	18" Concrete Pipe		2.25	135.00
250	lin. ft.	36" Concrete Pipe		6.50	1,625.00
14	only	Concrete Catch Basins		50.00	700.00
1	only	Concrete Inlet		50.00	50.00
2	only	Type "A" Manholes		150.00	300.00
4	only	Type "B" Manholes		100.00	400.00
400	only	Concrete Curbs and Gutters		30.00	11,880.00
1,100	cu. yds.	Concrete Walks		2.00	2,200.00
440	sq. yds.	Expansion Joints in Walks		.10	44.00
800	lin. ft.	Wood Sight Posts		3.00	48.00
14	only	Wood Guard Rail		1.50	1,750.00
2,000	lin. ft.	Concrete Traffic Separators		70.00	3,500.00
80	cu. yds.	3" - 0" Material in Base		1.80	8,280.00
4,600	cu. yds.	1½" - ¾" Material in Leveling Course		3.00	750.00
250	cu. yds.	¾" - 0" Material in Leveling Course and Shoulders		3.00	990.00
330	cu. yds.	¾" - 0" Material in Footpath Foundation Course		3.00	90.00
30	cu. yds.	¼" - 0" Material in Cushion Course		3.00	1,200.00
400	cu. yds.				

260	cu. yds.	Filler	$ .30	$ 138.00
260	yd. mi.	Hauling Filler	.15	39.00
260	M-gals.	Sprinkling	2.00	520.00
13,700	sq. yds.	Portland Cement Concrete Pavement	2.90	39,730.00
820	lin. ft.	Expansion Joints in Pavement	.30	246.00
9,000	lin. ft.	Contraction Joints	.10	900.00
380	only	Pipe Dowels	.30	114.00
25	hours	Roadside Grading With Bulldozer	10.00	250.00
1.9	acres	Seeding	40.00	76.00
0.9	ton	Commercial Fertilizer	70.00	63.00
200	cu. yds.	Furnishing and Placing Aggregates	5.00	1,000.00
22	cu. yds.	Furnishing and Placing Mixed Tar	50.00	1,100.00
		Subtotal		$211,178.00
		10% Mngr. & Cont.		21,115.10
		Total		$232,266.10
		Length	.260 mile	
		Cost per mile	$893,331.15	

48' Roadway (Sta. 184+00 to 185+37.2) (Contract No. 2582)

All Required		Clearing and Grubbing		$ 231.00
20	cu. yds.	Structural Excavation, Common	$ 1.50	30.00
300	cu. yds.	General Excavation, Common	.37	111.00
100	cu. yds.	General Excavation, Solid Rock	.88	88.00
.03	mile	Finishing Roadbed and Slopes	600.00	18.00
50	cu. yds.	Excavating and Placing Topsoil	1.60	80.00
30	lin. ft.	8" Sewer Pipe	.65	19.50
20	lin. ft.	12" Concrete Pipe	1.15	23.00
1	only	Concrete Catch Basins	50.00	50.00
1	only	Concrete Inlet	50.00	50.00
26	cu. yds.	Concrete Curb and Gutter	30.00	780.00
100	sq. yds.	Concrete Walks	2.00	200.00
40	lin. ft.	Expansion Joints in Walks	.10	4.00
4	only	Wood Sight Posts	3.00	12.00
130	lin. ft.	Timber Handrail	1.60	208.00
6	cu. yds.	Concrete Traffic Separators	70.00	420.00
All Required		Constructing Recesses for Traffic Control Markers (20%)		20.00
110	lin. ft.	3/4" Electrical Conduit	.30	33.00
220	cu. yds.	2" - 0" Material in Base	1.80	360.00
10	cu. yds.	3/4" - 0" Material in Leveling Course and Shoulders	3.00	30.00
		1" - 0" Material in Cushion Course	3.00	30.00
30	cu. yds.	Filler	.50	15.00
15	cu. yds.	Hauling Filler	.15	3.00
20	yd. mi.	Sprinkling	2.00	40.00
20	M-gals.	Portland Cement Concrete Pavement	2.90	2,610.00
900	sq. yds.	Expansion Joints in Pavement	.30	30.00
100	lin. ft.	Contraction Joints	.10	40.00
400	lin. ft.			

30	only	Pipe Dowels	$ .30	$ 15.00
10	tons	Class "B" Asphaltic Concrete	7.00	70.00
0.1	acre	Seeding	40.00	4.00
0.1	ton	Commercial Fertilizer	70.00	7.00
				$ 3,716.50

(Contract No. 2583)

All Required		Shoring, Cribbing, Etc. (2%)		$ 770.00
90	cu. yds.	Structural Excavation	$ 5.00	450.00
5	cu. yds.	Structural Excavation Below Elevation Shown	7.50	37.50
35	cu. yds.	Class "A" Concrete	35.00	1,225.00
1,600	lbs.	Transporting and Placing Metal Reinforcement	.10	160.00
				$ 2,622.50
		Subtotal		$ 6,339.00
		10% Engr. & Cont.		633.90
		Total		$ 9,172.90

Length .030 mile
Cost per mile $ 305,763.33

Structure (Sta. 185+57.5 to 191+70) (Contract No. 2583)

All Required		Shoring, Cribbing, Etc. (7%)		$ 2,250.00
430	cu. yds.	Structural Excavation	$ 5.00	2,150.00
20	cu. yds.	Structural Excavation Below Elevation Shown	7.50	150.00
90	cu. yds.	Class "A" Concrete	35.00	3,150.00
3,800	lin. ft.	Furnish Untreated Piles	.65	2,470.00
74	only	Drive Untreated Piles	50.00	3,700.00
90	M-FBM	Untreated Lumber in Substructure	100.00	9,000.00
620	lin. ft.	Untreated Trestle Superstructure	85.00	52,700.00
				$ 75,370.00

(Contract No. 2582)

210	tons	Class "B" Asphaltic Concrete	$ 7.00	$ 1,470.00
		Subtotal		$ 77,040.00
		10% Engr. & Cont.		7,704.00
		Total		$ 84,744.00

Length 0.116 mile

SUMMARY OF FUNDS REQUESTED

Item	Total Cost	FAUS Funds	State Funds
62° Roadway	$ 232,266.10	$ 183,959.00	$ 48,307.10
48° Roadway	9,172.90	7,265.00	1,907.90
Structure	84,744.00	67,118.33	17,625.67
	$ 326,183.00	$ 258,342.33	$ 67,840.67

1941 Federal Aid Grade Crossing Funds $ 33,136.33 Length .074 mile
1943 Federal Aid Grade Crossing Funds 225,106.00 Length .352 mile

State Funds for Construction: Chap. 175, Laws 1917; Chap. 31, Laws 1929; Chap. 5 9, Laws 1939
State Funds for Maintenance: Chap. 529, Laws 1939

File

RECEIVED
SEP 17 1942

FA&M 161-D-3

SALEM
September 17, 1942

Judkins Point Overcrossing - supplemental agreement

Mr. J. M. DeSousa
Assistant Attorney

As requested in your letter of September 2, 1942, I am returning to you herewith original and four copies of the supplemental agreement covering construction of the Judkins Point Overcrossing. These have been signed by two members of the State Highway Commission.

Will you please return the original copy to me for the Commission's records and files.

As also requested in your letter of September 2, I am returning to you herewith the letter from Mr. Jennings, dated August 29, 1942.

HEC:AM

Secretary

Charge to the account of OREGON STATE HIGHWAY COMMISSION $

CLASS OF SERVICE DESIRED			
DOMESTIC		CABLE	
TELEGRAM		ORDINARY	
DAY LETTER		URGENT RATE	
SERIAL		DEFERRED	
OVERNIGHT TELEGRAM		NIGHT LETTER	
SPECIAL SERVICE		SHIP RADIOGRAM	

Patrons should check class of service desired; otherwise the message will be transmitted as a telegram or ordinary cablegram.

WESTERN UNION

1217-B

CHECK

ACCOUNTING INFORMATION

TIME FILED

A. N. WILLIAMS, PRESIDENT
NEWCOMB CARLTON, CHAIRMAN OF THE BOARD
J. C. WILLEVER, FIRST VICE-PRESIDENT

Send the following telegram, subject to the terms on back hereof, which are hereby agreed to

SALEM, OREGON
SEPTEMBER 5, 1942

WANT A REPLY?
"Answer by WESTERN UNION" or similar phrases may be included without charge.

PUBLIC ROADS ADMINISTRATION
316 NEW POST OFFICE BUILDING
PORTLAND, OREGON

CONTRACT FOR JUNKINS POINT OVERCROSSING, OREGON 38-7AGH 161-D (3), REQUIRES 520 M-FBM STRUCTURAL GRADE LUMBER, OF WHICH 105 M-FBM HAS BEEN DELIVERED. REQUEST THAT YOU OBTAIN RELEASE ON FD-423 FOR REMAINING 405 M-FBM OF STRUCTURAL GRADE DOUGLAS FIR LUMBER IN SIZES FROM 3 INCHES BY 10 INCHES TO 10 INCHES BY 26 INCHES. PROJECT HAS P-19-e, SERIAL NO. 9939-E. BARHAM BROS., SALEM, OREGON, CONTRACTORS. BOOTH-KELLY LUMBER COMPANY, EUGENE, OREGON, PRODUCER. LUMBER NEEDED IMMEDIATELY, WITH COMPLETION OF DELIVERY IN 60 DAYS. SURFACING OF ADJACENT ROADWAY DEPENDENT ON STRUCTURE, AND ANTICIPATED WEATHER CONDITIONS MAKE IMMEDIATE ACTION IMPERATIVE.

R. H. BALDOCK, CHIEF ENGINEER
OREGON STATE HIGHWAY DEPARTMENT

CSP CM
CC CONFIRMATION
G. S. PAISON
AUDITOR
FILES

RECEIVED
JUL 30 1942
FOR FILING

FAGM 161-D.3

July 27, 1942

Barham Brothers
865 N. Winter Street
Salem, Oregon

Gentlemen:

We are enclosing, herewith, a fully executed copy of contract No. 2583 awarded to you on June 25, 1942, for the construction of the Judkins Point Overcrossing, in Lane County.

You will note on Page 141 under "Contract Agreement" that we have added a little more information in describing the party of the second part. This was done at the suggestion of our Legal Department. The party of the second part now reads as follows:

"Barham Brothers, a partnership, doing business at 865 N. Winter Street, Salem, Oregon, and consisting of J. A. Barham, Salem, Oregon, and E. W. Barham, Salem, Oregon."

This copy is for your records and files.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

MM

NOTED
D G. DeSart

RECEIVED
JUL 30 1942
FOR FILING

FAGM 161-C-3

July 29, 1942

Glens Falls Indemnity Company
Rodgers Insurance Agency
Title & Trust Building
Portland, Oregon

Gentlemen:

We are sending to you today, by express, a fully executed copy of contract No. 2583 which was awarded to Barham Brothers on June 25, 1942, for the construction of the Judkins Point Overcrossing on the Pacific Highway, in Lane County.

You will note on Page 141 under "Contract Agreement" that we have added a little more information in describing the party of the second part. This was done at the suggestion of our Legal Department. The party of the second part now reads as follows:

"Barham Brothers, a partnership, doing business at 865 N. Winter Street, Salem, Oregon, consisting of J. A. Barham, Salem, Oregon, and E. V. Barham, Salem, Oregon".

This copy is being sent to you since you appear as surety on the bond and is for your records and files.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

BM

NOTED
D C. DeSart

RECEIVED
JUL 1 1942
FOR FILING

FPFM 161-1.2.3

June 25th, 1942

Barham Brothers
365 N. Winter Street
Salem, Oregon

Gentlemen:

We are handing you herewith, four copies of contract No. 2555 which was awarded to you on the 25th day of June, 1942, by the State Highway Commission covering construction on Jefferson Public Overcrossing on the Pacific Highway near Eugene in Lane County.

Will you kindly execute all four copies of this contract as to agreement and bond and return them to this office for approval by the State Highway Commission. When this has been done a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the paragraph under Section 7, page 12, of the printed General Provisions, relating to the Workmen's Compensation Acts. You are expected to accept the terms of this Act and to carry on your work under this contract in strict compliance therewith.

Your attention is also called to the paragraph on the same page relating to the payment by the contractor of accounts due hospital associations, etc.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

NOTED
D. G. DeSart

RECEIVED
JUN 26 1942
FOR FILING

FAC-M. 161-E-3

June 26, 1942

Barhan Brothers
865 N. Winter Street
Salem, Oregon

Gentlemen:

The State Highway Commission, on June 25, 1942, awarded you the contract for construction of the Judkins Point Overcrossing, near Eugene, on the Pacific Highway, in Lane County. This award was based on your low bid of $78,192.50, submitted on that date.

Contract forms will be sent to you for execution within a few days.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

MM

cc - S. H. Probert
C. S. Pearson

RECEIVED
JUN 29 1942
FOR FILING

FAGM 161-D-3

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

June 25, 1942

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to confirm our verbal concurrence in award of contract, as of this date, for Oregon Federal Aid Grade Separation Project No. SN-FAGM 161-D (3)(Om), the Judkin's Point Overcrossing on the Pacific Highway near Eugene, to Barham Bros., Salem, Oregon, who submitted the low bid.

Very truly yours,

W. H. LYNCH
District Engineer

RECEIVED
JUN 29 1942

Noted A. M.

RECEIVED
JUN 17 1942
FOR FILING

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 16, 1942

ASM 161-D-3

Subject: State-Southern Pacific
Agreement No. 289

To: Mr. H. B. Glaisyer
Secretary
Office

RAILROAD COMPANIES
FILE No. 289

L

Dear Sir:

The main office copy of the agreement between the State and the Southern Pacific Company covering the Judkins Point Overcrossing at Eugene, your File No. 289, has been in Mr. Saling's possession. I am returning the agreement to him, as he is taking off some right of way data. Will you please correct your records accordingly.

Very truly yours,

G. S. Paxson
Bridge Engineer

GSP:GF

REFERRED TO
BY SECRETARY

Noted A. M.

RECEIVED
NOV 16 1942
FOR FILING

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

June 11, 1942

POST OFFICE BUILDING
PORTLAND, OREGON

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

P.S.& E. documents for Oregon SN-FAGM 161-D (3)(On), the Judkin's Point Overcrossing Section of the Pacific Highway, have today been recommended for approval, subject to final review and approval by the Commissioner of Public Roads. This is your authority to advertise for bids.

In recommending the project, we have obligated only the existing free unprogrammed balance of 1941 funds, $22,362.68, showing State funds for the rest of the $50,000.00 requested.

Very truly yours,

W. H. LYNCH
District Engineer

RECEIVED
JUN 12 1942
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
NOV 16 1942
FOR FILING

June 10, 1942

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Receipt is acknowledged of your letter of June 5 submitting Preference Rating Application No. 5, Revised, for Oregon SH-FAP 161-D (4), Judkins Point Paving on the Pacific Highway.

This application apparently covers a contract for paving and includes the roadway portions of both sections D(3) and D(4) of FAP 161. As it now stands, it appears the roadway portion of D(3) is included in revised Application No. 5 and also in revised Application No. 4 dated March 10 for SH-FAP 161-D(3) according to the mileage and total cost shown in the latter. However, we are unable to check the total costs shown in each of these applications with the P.S.& E. estimates dated April 8. Adding the costs of the roadway portions as shown in the estimates for both D(3) and D(4), less engineering and contingencies, gives a total cost of $312,443, which is considerably under the $355,000 shown in revised Application No. 5. Also, assuming that revised Application No. 4 includes both structure and paving or all work involved in SH-FAP 161-D(3)(On), the total cost shown in the estimate, less engineering and contingencies, is $248,738 as against $220,000 shown in the application.

In order to clarify the matter and also avoid the necessity for using the PD-1A applications, we would suggest that a revised Application No. 4 also be submitted which definitely excludes the paving portion on Section D(3). Reconciliation of the total costs of both applications with the above findings should be included.

We will hold revised Application No. 5 in this office pending receipt of your response to this letter.

Very truly yours,

W. H. LYNCH
District Engineer

By

L. J. Caufield
Sr. Highway Engineer

RECEIVED
JUN 12 1942
FOR FILING

FAGM 161-D-3

June 10, 1942

Public Roads Administration
Box 3900
Portland, Oregon

Gentlemen:

Subject: Jenkins Point Overcrossing
Project No. SH-FAGM 161-D(3)

We are enclosing six copies of our "Application for Highway Project Preference Rating Order" No. 4, revised.

This application corrects the list of material in the application to conform to the type of structure we now propose to construct. Material lists submitted with previous applications were for different types of structures at this same location.

Limited Preference Rating Order No P-19-e, Serial No. 9999-E, has been issued in response to one or more of our previous applications for this job. Will this order remain in force or will we be supplied with a new one?

Very truly yours,

R. H. Baldock
Chief Engineer

GAG BG
Enclosure
cc C. A. Gardner

RECEIVED
NOV 16 1942
FOR FILING

Oregon State Highway Department — Federal Aid Grade Crossing
Project No. SN-PASH 161-B(5)(6a)

TUNNEL POINT OVERCROSSING SECTION
OF THE PACIFIC HIGHWAY IN LAKE COUNTY

(Estimate to accompany plans and specifications. Not as basis for payment.)

Salem, Oregon, June 9, 1942

62' Roadway (Sta. 170+26 to 184+00)

All Required		Clearing and Grubbing		
1	only	Removal of Manholes		$ 500.00
820	cu. yds.	Structural Excavation, Common	$ 10.00	18.00
330	cu. yds.	Structural Excavation, Solid Rock	5.00	1,650.00
80	cu. yds.	Trench Excavation, Common	4.00	1,320.00
10	cu. yds.	Trench Excavation, Solid Rock	2.00	20.00
46,700	cu. yds.	General Excavation, Common	4.00	40.00
114,900	cu. yds.	General Excavation, Solid Rock	.40	18,680.00
227,000	yd. stas.	Short Overhaul	1.00	114,900.00
1,100	C-yd.stas.	Long Overhaul	.02	4,540.00
3,000	lin. ft.	Rounding Cutbanks	.40	440.00
0.86	mile	Finishing Roadbed and Slopes	.10	300.00
1,750	sq. yds.	Excavating and Placing Topsoil	1,000.00	260.00
390	lin. ft.	8" Sewer Pipe	.60	1,050.00
170	lin. ft.	10" Sewer Pipe	.80	312.00
830	lin. ft.	12" Sewer Pipe	1.00	170.00
330	lin. ft.	18" Concrete Pipe	1.30	1,079.00
60	lin. ft.	18" Concrete Pipe	1.50	495.00
250	lin. ft.	36" Concrete Pipe	2.50	150.00
14	only	Concrete Catch Basins	7.00	1,750.00
1	only	Concrete Inlet	35.00	490.00
2	only	Type "A" Manholes	30.00	30.00
4	only	Type "B" Manholes	100.00	200.00
394	cu. yds.	Concrete Curbs and Gutters	90.00	360.00
1,140	sq. yds.	Concrete Walks	30.00	11,820.00
660	lin. ft.	Expansion Joints in Walks	2.00	2,280.00
16	only	Wood Sight Posts	.10	66.00
1,060	lin. ft.	Wood Guard Rail	3.00	48.00
50	cu. yds.	Concrete Traffic Separators	2.00	2,120.00
4,600	cu. yds.	3" - 0" Material in Base	30.00	1,500.00
290	cu. yds.	1½" - ¾" Material in Leveling Course	1.50	6,900.00
330	cu. yds.	¾" - 0" Material in Leveling Course and Shoulders	2.50	825.00
30	cu. yds.	¾" - 0" Material in Footpath Foundation Course	2.50	75.00

400	cu. yds.	[illegible] Material in Cushion			
		Course Cement Concrete Pavement		$ 2.50	$ 1,000.00
460	cu. yds.	Filler		.40	184.00
260	yd. stns.	Hauling Filler		.15	39.00
260	M gals.	Sprinkling		2.00	520.00
13,700	sq. yds.	Portland Cement Concrete Pavement		2.65	36,305.00
820	lin. ft.	Expansion Joints in Pavement		.30	246.00
9,000	lin. ft.	Contraction Joints		.05	450.00
380	only	Pipe Dowels		.30	114.00
25	hours	Roadside Grading with Bulldozer		8.00	200.00
1.9	acres	Seeding		30.00	57.00
0.9	ton	Commercial Fertilizer		60.00	54.00
200	cu. yds.	Furnishing and Placing Aggregates		4.00	800.00
18	tons	Furnishing and Placing 151-200 Asphalt		30.00	540.00
28	tons	Furnishing and Placing RT-8 Tar		35.00	(Alternate)
			Subtotal		$215,564.00
			10% Engr. & Cont.		21,556.40
			Total		$237,120.40
		Length		.260 mile	
		Cost per mile		$912,001.53	

48' Roadway (Sta. 184+00 to 185+57.2)

All Required		Clearing and Grubbing			$ 100.00
20	cu. yds.	Structural Excavation, Common		$ 2.00	40.00
300	cu. yds.	General Excavation, Common		.40	120.00
100	cu. yds.	General Excavation, Solid Rock		1.00	100.00
.03	mile	Finishing Roadbed and Slopes		1,000.00	30.00
50	cu. yds.	Excavating and Placing Topsoil		.60	30.00
30	lin. ft.	8" Sewer Pipe		.80	24.00
80	lin. ft.	12" Concrete Pipe		1.50	120.00
1	only	Concrete Catch Basins		35.00	35.00
1	only	Concrete Inlets		30.00	30.00
26	cu. yds.	Concrete Curb and Gutter		30.00	780.00
100	sq. yds.	Concrete Walks		2.00	200.00
40	lin. ft.	Expansion Joints in Walks		.10	4.00
4	only	Wood Sight Posts		3.00	12.00
130	lin. ft.	Timber Handrail		1.50	195.00
6	cu. yds.	Concrete Traffic Separators		30.00	180.00
All Required		Constructing Recesses for Traffic Control Markers (20%)			20.00
110	lin. ft.	3/4" Electrical Conduit		.60	66.00
200	cu. yds.	3" - 0" Material in Base		1.50	300.00
10	cu. yds.	3/4" - 0" Material in Leveling Course and Shoulders		2.50	25.00
30	cu. yds.	1" - 0" Material in Cushion Course		2.50	75.00
20	cu. yds.	Filler		.40	8.00
20	yd. mile	Hauling Filler		.15	3.00

20	M-gals.	Sprinkling	$ 2.00	$ 40.00
900	sq. yds.	Portland Cement Concrete Pavement	2.65	2,385.00
100	lin. ft.	Expansion Joints in Pavement	.30	30.00
400	lin. ft.	Contraction Joints	.05	20.00
50	only	Pipe Dowels	.30	15.00
26	tons	Class "B" Asphaltic Concrete	7.00	70.00
0.1	acre	Seeding	30.00	3.00
0.1	ton	Commercial Fertilizer	60.00	6.00
				$ 4,976.00

Concrete Retaining Wall

All Required		Shoring, Cribbing, Etc. (2%)		$ 25.00
90	cu. yds.	Structural Excavation	$ 2.00	180.00
5	cu. yds.	Structural Excavation Below Elevation Shown	5.00	25.00
35	cu. yds.	Class "A" Concrete	28.00	980.00
1,600	lbs.	Transporting and Placing Metal Reinforcement	.05	80.00
				$ 1,315.00
		Subtotal		$ 6,491.00
		10% Engr. & Cont.		649.10
		Total		$ 7,140.10
		Length	.030 mile	
		Cost per mile	$234,670.00	

Structure (Sta. 185+37.2 to 191+70)

All Required		Shoring, Cribbing, Etc. (7%)		$ 750.00
430	cu. yds.	Structural Excavation	$ 2.00	860.00
20	cu. yds.	Structural Excavation Below Elevation Shown	5.00	100.00
90	cu. yds.	Class "A" Concrete	28.00	2,520.00
3,800	lin. ft.	Furnish Untreated Piles	.25	950.00
74	only	Drive Untreated Piles	30.00	2,220.00
90	M-FBM	Untreated Lumber in Substructure	100.00	9,000.00
620	lin. ft.	Untreated Trestle Superstructure	85.00	52,700.00
				$ 69,100.00

Roadway Contract

210	tons	Class "B" Asphaltic Concrete	$ 7.00	$ 1,470.00
		Subtotal		$ 70,570.00
		10% Engr. & Cont.		7,057.00
		Total		$ 77,627.00
		Length	0.116 mile	

SUMMARY OF FUNDS REQUESTED

Item	Total Cost	FAUM Funds	State Funds
6c' Roadway	$237,120.40	$202,679.00	$34,461.40
48' Roadway	7,140.10	6,102.00	1,038.10
Structure	77,627.00	66,345.00	11,282.00
	$321,887.50	$275,106.00	$46,781.50

1941 Grade Crossing Funds	$ 30,000.00	Length	.074 mile
1943 Grade Crossing Funds	225,106.00	Length	.332 mile

RECEIVED
MAY 28 1942
FOR FILING

FAGM 161-D-3

May 4, 1942

Southern Pacific Company
Union Station
Portland, Oregon

Attention of Mr. M. L. Jennings

Gentlemen:

Subject: Judkins Point Overcrossing at Eugene

At our last Highway Commission meeting, we advertised for bids on a bridge carrying an A-2 priority for materials and received only one bid. This bid was conditioned upon the availability of steel under the A-2 priority. We find that none of the steel companies will quote on such low priorities, and there seems to be very little hope of any improvement in the situation.

We are very anxious to complete this Eugene project, and the only procedure which seems feasible is to build a temporary timber structure to last for the duration of the present emergency. Our negotiations to date and the Public Utilities Commissioner's order contemplate a span over the railroad tracks which will allow for the main line track, a siding, and a future second main line track. I understand that your company has no immediate plans for the construction of all three of these tracks, and, if you can get by with two tracks at this time, we can build a trestle which will provide the full vertical clearance and a horizontal clearance of 10 feet on each side of the center line of each of the two tracks. I am attaching prints from our Drawing No. 6099-A which shows a tentative arrangement of the tracks and trestle bents. The Highway Commission will agree to replace this temporary timber structure with permanent construction, permitting the building of all three tracks at such time as materials are available for this permanent construction and your need for the additional track develops.

In order to carry our highway traffic over your tracks during the time you are shifting from the present main line to the new main line, we would use temporary bents on the south half of

the structure as shown in the construction clearance diagram on Drawing No. 6099-A. This temporary arrangement of bents will provide the same clearances as shown on Drawing No. 7631, which clearances have been approved by your office.

I would ask that you give this proposal your immediate consideration, and, if you wish to make any revisions in the proposal, that you contact us as soon as convenient.

Very truly yours,

E. E. Baldock
Chief Engineer

CEF CH
Attached
cc S. L. Penman

April 8, 1942

Mr. W. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland, Oregon

Dear Sir:

We are enclosing herewith seven copies of estimate, three copies of right of way statement, and three copies of Form PR 46 to accompany plans and specifications for the Judkins Point Overcrossing Section, Project No. SN-FAGM 161-B (3) (on).

Five bid proposals and five sets of blue print plans are being sent under separate cover.

Very truly yours,

R. H. BALDOCK
Chief Engineer

By

S. H. Prebert
Office Engineer

Dict. by J. W. Nash/af

Encls.

Oregon State Highway Department — Federal Aid Grade Crossing
Project No. SH-YAQH 161-D(3)(Cn)

JENKINS POINT OVERCROSSING SECTION

OF THE PACIFIC HIGHWAY IN LANE COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreements)

Salem, Oregon, April 8, 1942

62' Roadway (Sta. 178+96 to 184+02)

All Required		Clearing and Grubbing		$ 800.00
530	cu. yds.	Structural Excavation, Common	$ 1.50	795.00
150	cu. yds.	Structural Excavation, Solid Rock	3.50	525.00
80	cu. yds.	Trench Excavation, Common	1.50	120.00
10	cu. yds.	Trench Excavation, Solid Rock	3.50	35.00
40,700	cu. yds.	General Excavation, Common	.30	12,210.00
69,900	cu. yds.	General Excavation, Solid Rock	1.00	69,900.00
204,000	yd. stas.	Short Overhaul	.01	2,040.00
1,100	C-yd.stas.	Long Overhaul	.40	440.00
1,800	lin. ft.	Rounding Cutbanks	.10	180.00
0.18	mile	Finishing Roadbed and Slopes	1,000.00	180.00
450	cu. yds.	Excavating and Placing Topsoil	.60	270.00
70	lin. ft.	8" Sewer Pipe	.80	56.00
170	lin. ft.	10" Sewer Pipe	1.00	170.00
430	lin. ft.	12" Sewer Pipe	1.30	559.00
170	lin. ft.	12" Concrete Pipe	1.30	221.00
60	lin. ft.	18" Concrete Pipe	2.30	138.00
250	lin. ft.	36" Concrete Pipe	6.50	1,625.00
7	only	Concrete Catch Basins	35.00	245.00
2	only	Type 48" Manholes	90.00	180.00
124	cu. yds.	Concrete Curbs and Gutters	25.00	3,100.00
500	sq. yds.	Concrete Walks	1.80	900.00
210	lin. ft.	Expansion Joints in Walks	.10	21.00
116	only	Road Sight Posts	3.00	348.00
100	lin. ft.	Road Guard Rail	1.50	150.00
50	cu. yds.	Concrete Traffic Separators	25.00	1,250.00
3,100	cu. yds.	3" - 0" Material in Base	1.30	4,030.00
250	cu. yds.	1½" - 3/4" Material in Leveling Course	2.00	500.00
240	cu. yds.	3/4" - 0" Material in Leveling Course and Shoulders	2.00	480.00
30	cu. yds.	3/4" - 0" Material in Footpath Foundation Course	2.00	60.00

190	cu. yds.	3" - 0" Material in Cushion Course	$ 2.00	$ 380.00
180	cu. yds.	Filler	.40	72.00
180	yd. sta.	Hauling Filler	.15	27.00
180	M-gals.	Sprinkling	2.00	360.00
6,100	sq. yds.	Portland Cement Concrete Pavement	2.50	15,250.00
600	lin. ft.	Expansion Joints in Pavement	.20	120.00
3,700	lin. ft.	Contraction Joints	.03	111.00
270	only	Pipe Dowels	.30	81.00
10	hours	Roadside Grading with Bulldozer	8.00	80.00
0.9	acre	Seeding	30.00	27.00
0.9	ton	Commercial Fertilizer	60.00	54.00
200	cu. yds.	Furnishing and Placing Aggregates	4.00	800.00
18	tons	Furnishing and Placing 151-200 Asphalt	30.00	540.00
22	tons	Furnishing and Placing MT-8 Tar	35.00	770.00
			Subtotal	$118,465.00
			10% Engr. & Cont.	11,846.60
			Total	$130,312.60

Length 0.095 mile
Cost per mile $137,171.15

48° Roadway (Sta. 184+00 to 185+57.2)

All Required		Clearing and Grubbing		$ 100.00
20	cu. yds.	Structural Excavation, Common	$ 1.50	30.00
300	cu. yds.	General Excavation, Common	.30	90.00
100	cu. yds.	General Excavation, Solid Rock	1.00	100.00
.03	mile	Finishing Roadbed and Slopes	1,000.00	30.00
50	cu. yds.	Excavating and Placing Topsoil	.60	30.00
30	lin. ft.	8" Sewer Pipe	.80	24.00
20	lin. ft.	12" Concrete Pipe	1.50	30.00
1	only	Concrete Catch Basins	35.00	35.00
1	only	Concrete Catch Inlets	30.00	30.00
26	cu. yds.	Concrete Curb and Gutter	25.00	650.00
100	sq. yds.	Concrete Walks	1.80	180.00
40	lin. ft.	Expansion Joints in Walks	.10	4.00
4	only	Wood Sight Posts	3.00	12.00
130	lin. ft.	Timber Handrail	1.00	130.00
6	cu. yds.	Concrete Traffic Separators	25.00	150.00
All Required		Constructing Recesses for Traffic Control Markers (20%)		20.00
110	lin. ft.	3/4" Electrical Conduit	.50	55.00
200	cu. yds.	3" - 0" Material in Base	1.30	260.00

10	cu. yds.	3/4" - 0" Material in Leveling Course and Shoulders	$ 2.00	$ 20.00
30	cu. yds.	4" - 0" Material in Cushion Course	2.00	60.00
[illegible]	cu. yds.	Filler [illegible] Voids	.40	[illegible]
20	yd. mi.	Hauling Filler	.15	3.00
[illegible]	M-gals.	Sprinkling [illegible]	2.00	[illegible]
[illegible]	cu. yds.	Portland Cement Concrete Pavement	2.50	[illegible]
100	lin. ft.	Expansion Joints in Pavement	.20	20.00
400	lin. ft.	Contraction Joints	.03	12.00
50	only	Pipe Dowels	.30	15.00
10	tons	Class "B" Asphaltic Concrete	7.00	70.00
0.1	acre	Seeding	30.00	3.00
0.1	ton	Commercial Fertilizer	60.00	6.00
			Subtotal	$ 4,467.00
			10% Engr. & Cont.	446.70
			Total	$ 4,913.70

Length .030 mile
Cost per mile $ 163,790.00

Structure (Sta. 185+37.2 to 191+70)

All Required		Provision for Traffic		$ 12,000.00
All Required		Shoring, Cribbing, Etc.		1,000.00
650	cu. yds.	Structural Excavation	3.00	1,950.00
25	cu. yds.	Structural Excavation Below Elevations Shown	5.00	125.00
2,000	cu. yds.	Class "A" Concrete	27.00	54,000.00
386,000	lbs.	Metal Reinforcement	.08	30,880.00
710	lin. ft.	Timber and Concrete Handrail	5.00	3,550.00
3,000	lin. ft.	Furnish Untreated Piling	.20	600.00
72	only	Drive Untreated Piling	25.00	1,800.00
18	M-FBM	Lumber in Substructure	75.00	1,350.00
265	lin. ft.	Trestle Superstructure	70.00	18,550.00
			Subtotal	$125,805.00
			10% Engr. & Cont.	12,580.50
			Total	$138,385.50

Length .116 mile

55,000

SUMMARY OF FUNDS REQUESTED

Item	Total Cost	FAUM Funds	State Funds
6[0] Roadway	$ 130,312.60	$ 104,770.00	$ 25,533.60
48[0] Roadway	4,913.70	3,951.00	962.70
Structure	138,385.50	111,279.00	27,115.50
	$ 273,611.80	$ 220,000.00	$ 53,611.80

275 000

50 000

All necessary right of way has been acquired for this project.

134 000

228 000

362 000

E. H. [illegible]
Chief Engineer

By

E. E. Probert
Office Engineer

April 8, 1942

135
15
150 00
15
165 00
75 00
240 000

JUDKINS POINT OVERCROSSING SECTION

PROJECT NO. SM-FAGM 161-D(3)(On)

All necessary right of way has been acquired for this project.

R. H. BALDOCK
Chief Engineer

By

S. H. Probert
Office Engineer

April 8, 1942

PR 46

Roadway (Yaquina Point Section)

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

Sheet 1 of 2 Sheets

Estimate of Materials Required for Roadway
(To Accompany P.S. & E.)

Starting Date (Est.) May 15, 1942 State Oregon

Completion Date (Est.) May 31, 1943 Project No. [illegible] 161-B (3) (En)

Estimated Total Cost Roadway $ 135,276.30 Length: Miles .185

Code	Material Item	Unit	Quantity	Code	Material Item	Unit	Quantity
1	Cement	Bbl.	2,800	6	Metal culvert pipe	Lb.	
2	Aggregates	Cy.	80	7	Reinforcing steel	Lb.	2,100
3	Bituminous mat.	Gal.	4,500	8	Structural steel	Lb.	
4	Lumber	M.	40	10	Explosives	Lb.	53,000
5	Timber piling	Lft.					

PR 46

Bridge (Jenkins Point Section)

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

Sheet 2 of 3 Sheets

Estimate of Materials Required for Roadway
(To Accompany P.S. & E.)

Starting Date (Est.) May 15, 1942 State Oregon

Completion Date (Est.) April 30, 1943 Project No. [redacted]

Estimated Total Cost Bridge $138,385.50 Length: Miles .216

Code	Material Item	Unit	Quantity	Code	Material Item	Unit	Quantity
1	Cement	Bbl.	3,300	6	Metal culvert pipe	Lb.	
2	Aggregates	Cy.		7	Reinforcing steel	Lb.	386,000
3	Bituminous mat.	Gal.		8	Structural steel	Lb.	
4	Lumber	M.	340	10	Explosives	Lb.	
5	Timber piling	Lft.	3,000				

PR 46

Roadway (Jetties Point Section)

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

Sheet 1 of 2 Sheets

Estimate of Materials Required for Roadway
(To Accompany P.S. & E.)

Starting Date (Est.) July 6, 1942 State Oregon

Completion Date (Est.) May 31, 1943 Project No. [illegible] (3) (cm)

Estimated Total Cost Navy $ 244,260.50 Length: Miles .290

Code	Material Item	Unit	Quantity	Code	Material Item	Unit	Quantity
1	Cement	Bbl.	3,500	6	Metal culvert pipe	Lb.	
2	Aggregates	Cy.	90	7	Reinforcing steel	Lb.	8,000
3	Bituminous mat.	Gal.	7,000	8	Structural steel	Lb.	
4	Lumber	M.	40	10	Explosives	Lb.	87,000
5	Timber piling	Lft.					

PR 46

Bridge (Judkins Point Section)

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

Sheet 1 of 2 Sheets

Estimate of Materials Required for Roadway
(To Accompany P.S. & E.)

Starting Date (Est.) July 6, 1942 State Oregon

Completion Date (Est.) April 30, 1943 Project No. [illegible]

Estimated Total Cost Bridge $ 77,627.00 Length: Miles .216

Code	Material Item	Unit	Quantity	Code	Material Item	Unit	Quantity
1	Cement	Bbl.	144	6	Metal culvert pipe	Lb.	
2	Aggregates	Cy.		7	Reinforcing steel	Lb.	
3	Bituminous mat.	Gal.	49,000	8	Structural steel	Lb.	
4	Lumber	M.	550	10	Explosives	Lb.	
5	Timber piling	Lft.	3,000				

RECEIVED
APR 8 1942
FOR FILING

FAC-M 161-19-3

April 7, 1942

Public Roads Administration
Box 3900
Portland, Oregon

Jubilee Point Overcrossing
PAP No. SS-[illegible] 161-B (3)

Gentlemen:

Reference is made to our application for preference rating No. 4 "Revised", submitted to you March 13, 1942. This application was prepared in accordance with instructions received by us prior to the receipt of Informational Memorandum No. 5, dated March 23, 1942, and contained a list of metal products only that would be required in the construction of the project.

In view of the information contained in Informational Memorandum No. 5 we have prepared and are submitting a revised list of materials required for the construction of the project, and ask that it be substituted for the list of materials that accompanied our request of March 13. This request is made in order to avoid, as much as possible, the use of Form PD-1A which entails extra work and considerable delay in securing preference ratings for materials to be used in the construction of the project.

Very truly yours,

S. H. Baldock
Chief Engineer

CAS:MS
encl.

RECEIVED
MAR 11 1942
FOR FILING

FAS-M 161-19-3

March 10, 1942

Public Roads Administration
Box 3900
Portland, Oregon

Gentlemen:

Subject: Jenkins Point Overcrossing
SR-F(CH) 161-B (3)

We are enclosing Application for Highway Project Preference Rating Order No. 4, Revised, for the above-named project. This preference rating request is to supersede our Application No. 4 for the same project that was forwarded you on January 23.

We have revised the design of the structure, and this revised design eliminates a large quantity of critical materials that were included in our original preference rating request.

Request for program approval for this project was forwarded you on January 15, 1942.

Yours very truly,

R. H. Baldock
Chief Engineer

CHB:ZE
Encl.
cc: Public Roads Administration
L. A. Gardner

RECEIVED
FEB 4 1942
FOR FILING

FAGM 161-D-3
NOTED
C. B. McCullough

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

February 2, 1942

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to our letter to you dated January 29 concerning the use of critical materials, Judkins Point Overcrossing, Oregon SN-FAGM 161-D (3).

In the last paragraph we discussed an alternate scheme involving the use of steel beams over the tracks. Our Washington Office has reviewed this feature and do not concur with us. It is apparent from their comments that there is little prospect of any structural steel being approved for this project. Their comments are quoted as follows:

"In going over this application it is noted that the bill of materials includes 37-1/2 tons of steel plates and 121 tons of structural steel shapes. It is doubtful, first, if a preference rating would be assigned to the project as long as these materials are required, and second, that a preference rating of A-4 even if assigned would obtain delivery of these items.

"The Oregon State Highway Commission justifies the need for this critical material on the grounds that the use of structural steel on the spans over the tracks allows them to hold the grade line down to a minimum as the depth of reinforced concrete beams would be considerably greater than structural steel. It is pointed out that as a result of using reinforced concrete beams, it would be necessary to raise the grade line on the structure and approaches, and this would result in heavy damage to property. It is doubtful if this item of additional cost would have much weight with the War Production Board in consideration of the application. We would suggest that the State reconsider the design of this structure and eliminate the use of structural steel as it is doubtful whether or not the proposed design could be completed in accordance with the present schedule.

"In general, all bridges and grade separation structures should be designed to avoid the use of structural steel and steel plates wherever possible as these items will continue to be extremely difficult to obtain."

In view of their comments it is recommended that the structure be redesigned in accordance with paragraph 3 of our letter of January 29. Action on your request for preference rating is being deferred pending your reply.

Very truly yours,

W. H. LYNCH
District Engineer

FAP-A 161-D-3

RECEIVED
FEB 2 1942
FOR FILING

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

January 29, 1942

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to your letter of January 23, with which you submitted an application for a preference rating for critical materials for the Judkins Point Overcrossing, Oregon SN-FAGM 161-D (3).

We have examined your application and also preliminary plans for the structure. In our opinion, the use of critical materials in the design as proposed cannot be justified in accordance with the requirements of General Administrative Memorandum No. 148. Consequently, we cannot recommend approval of the application and will defer forwarding it until we hear further from you.

Predicated on instructions in G.A.M. 148 and in line, we believe, with our discussion in this office on January 19, we recommend the following revisions in the design:

> The substitution of reinforced concrete for the steel beam spans, to conserve structural steel.
>
> The substitution of timber construction in lieu of reinforced concrete between bents 6 and 11, to conserve reinforcing steel.

If these revisions are made, we shall be in position to recommend approval of the application for a priority rating, and we believe the probability of actually obtaining the steel would be greatly enhanced.

In respect to the steel spans we believe the following alternative would be favorably considered. It is our belief that the steel beams in combination with a timber deck would be approved if it can be demonstrated that the tonnage of steel involved would not exceed the amount of steel in the reinforced concrete design, and it appears to us offhand that such would be the case. This alternative, however,

should not be considered unless the blast plates afford protection of the timber floor against fire from the blast of engines.

Very truly yours,

W. H. LYNCH
District Engineer

RECEIVED
JAN 26 1942
FOR FILING

[illegible]

January 23, 1942

Public Roads Administration
Box 3900
Portland, Oregon

Gentlemen:

Subject: Judkins Point Overcrossing
FAP No. SH-FAGM 161-D (3)

We are enclosing five copies of an application for a highway project preference rating to aid us in securing critical materials necessary in the construction of the above-named job. This application has been prepared in accordance with the instructions given in General Administrative Memorandum No. 148.

On October 30, 1941, we made application for a preference rating for this project; and on December 16, 1941, we received Preference Rating Order P-19-c, Serial No. 188-E, which gave us a rating of A-4 for the job. Instructions concerning priority ratings since receipt of the order mentioned make us uncertain as to the status of the preference rating established by Order P-19-c, Serial No. 188-E. If the rating established by that order is valid and can be used on this work, no action need be taken on the application enclosed herewith.

A request for program approval on this project was submitted January 15, 1942.

Yours very truly,

R. H. Baldock
Chief Engineer

CAG:TK
Encl.
cc: Bridge Department

DA-NI 3 Going St. O'Xing over U.P. Tracks in Portland 1942

#2584

RECEIVED
NOV 17 1945
FOR FILING

DA-NI 3-1

November 6, 1945

Mr. T. H. Davis
District Engineer
Public Roads Administration
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

In accord with the request contained in your letter of November 5, 1945, we are enclosing herewith four copies of excerpt from the minutes of the meeting of January 14, 1943, covering an extension of time to complete the work under contract No. 2984, Sunn Island Section, Project No. DA-NI 3 (1).

Very truly yours,

R. H. Baldock
State Highway Engineer

JWM:GS

Encl.

RECEIVED
NOV 15 1945
FOR FILING
EA-N1 3-1

November 6, 1945

Mr. T. H. Davis
District Engineer
Public Roads Administration
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

In accord with the request contained in your letter of November 5, 1945, we are enclosing herewith four copies of excerpt from the minutes of the meeting of January 14, 1943, covering an extension of time to complete the work under contract No. 2584, Swan Island Section, Project No. DA-EI 3 (1).

Very truly yours,

R. H. Baldock
State Highway Engineer

JWW:GS

Encl.

EXCERPT FROM MINUTES OF MEETING ON JANUARY 14, 1943

OF THE OREGON STATE HIGHWAY COMMISSION

Tower Sales & Erecting Company, contract No. 2584, for construction of the Going Street Overcrossing on the Swan Island Access Road, in Multnomah County, requested an extension of time, from September 15 to December 17, 1942, within which to complete this job. It alleged that the overrun of time limit was due to delays in receiving necessary materials and to a change in the plans which required additional excavation and concrete. The Engineer advised that the reasons given by the contractor for failure to complete the project within the specified time limit are correct. He recommended that the extension of time requested be granted without penalty. A letter was presented from the Public Roads Administration concurring therein. The Commission approved the recommendation.

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE
DIVISION EIGHT

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND 8, OREG.

November 5, 1945

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to the final voucher assembly for Oregon DA-NI 3(1), Access Road to the Swan Island Shipyard.

Will you please send us without delay four copies of an excerpt from the minutes of the Commission relative to the time extension granted the Tower Sales Company on their contract No. 2584 on this project.

1/14/43

Copies of the corresponding excerpt concerning Porter Yett's contract No. 2581 were received with the voucher.

Very truly yours,

T. M. DAVIS
District Engineer

RECEIVED
NOV 5 1945
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JUN 16 1945
FOR FILING

DA-NI 3-1

June 15, 1945

Mr. W. H. Lynch
Division Engineer
Public Roads Administration
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

Reference is made to your letter of June 8, 1945, concerning discrepancies in the right of way papers listed by file numbers 10420, 10421 and 10420-A, for parcels acquired on the Swan Island Access Road, Project No. DA-NI 3 (1).

It is requested that the papers be changed to conform with the corrections indicated in your letter.

Very truly yours,

O. B. McCullough
Assistant State Highway Engineer

JWN:GS

DA-NI 3
#2584

RECEIVED
AUG 11 1944

August 8, 1944

Union Pacific Railroad Company
Omaha 2, Nebraska

COPY

Attention: Mr. R. M. Sutton
Auditor of General and Station Accounts

Gentlemen:

Reference is made to your letter of August 3 concerning your unpaid bills for work on various grade separation projects in Oregon.

Your Bill No. 84140, Agreement No. 4924, covering work on the overcrossing of your main line near Stanfield in Umatilla County, Oregon, should be ready for payment in the near future. All accounts on this project have been audited by the Public Roads Administration with the possible exception of the railroad bill itself, which will be audited from the Omaha office. As soon as we receive a return from the Public Roads Administration, the voucher can go through for payment.

Your Bill No. 135960, Agreement No. 5088, covering work on the undercrossing of your main line at Ordnance in Umatilla County, Oregon, is in the same status as given above. Your Bill No. 132759, Agreement No. 4127, covering work on the Burgard Street Overcrossing of your railroad in Multnomah County, has not yet been audited by the Public Roads Administration. The date of their next audit in this office is indefinite but we hope it will be within the next 60 to 90 days.

Your Bill No. 13447, Agreement No. 4107, and your Bill No. 132761, Agreement No. 4129, covering work on the Going Street Overcrossing of your tracks in the City of Portland, has not yet been audited by the Public Roads Administration. The Agreement between the railroad company and the State covering this work was only executed a short time ago and has now been submitted to the Public Roads Administration, after which an audit of the accounts can be made.

Very truly yours,

C. B. McCullough
Assistant State Highway Engineer.

GSP GM
cc G. S. Paxson
Carl Smith

COPY

DA-NI-3

2584

August 9, 1943

Continental Casualty Company
Mansfield and Company
302 Lewis Building
Portland, Oregon

Gentlemen:

You are hereby notified that state highway contract No. 2584, for the construction of the overcrossing on the Going Street Section of the Swan Island Access Road, in Multnomah County, has been completed by the contractor, Tower Sales and Erecting Company, and that final payment in the amount of $575.83 will be made on or after August 19, 1943.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there by any.

For your information we wish to advise that the total contract amount is $22,695.66 of which amount $266.66 represents the amount of force account items. This contract was completed on December 17, 1942 and accepted by the Commission on January 14, 1943.

This notice is served upon you since you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

LF

NOTED
RUTH SMITH

RETURNED
FOR FILING

DA-NI 3

May 14, 1943

Continental Casualty Company
Mansfield & Company
302 Lewis Building
Portland, Oregon

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to Tower Sales & Erecting Company, on contract No. 2584, covering construction of the Going Street Overcrossing on the Swan Island Access Road, in Multnomah County. This payment, in the amount of $939.37, will be made on or after May 24, 1943. The retained percentage is $684.12.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues, or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

Kindly acknowledge receipt of this letter.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary

BS

NOTED
A. L. MONSON

RECEIVED
FEB 3 1943
FOR FILING

SH-NI 3

February 2, 1943

Mr. W. H. Lynch
District Engineer
Public Roads Administration
Post Office Box 3900
Portland, Oregon

Dear Sir,

We are sending, under separate cover, the certified copy of contract number 2584, for the Going Street Overcrossing, which was returned to us with your letter of January 30, 1943.

Please be advised that the specification under the heading "Description of Work" conforms with that in the original contract.

Very truly yours,

R. H. BALDOCK
Chief Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

January 30, 1943

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

The "DESCRIPTION OF WORK" on the first page of the special provisions of the certified copy of contract No. 2584, the Going Street Overpass on Oregon Access Road Project DA-NI 3(1), shows "three 21-foot and four 19-foot timber approach spans. In the P.S.& E. submission this was corrected to agree with the plans to three 19-foot and four 21-foot by marking up the stencilled sheet to bring it into agreement with the plans.

Was the contract actually made in accordance with the certified copy, or is there merely an error in the preparation of the certified copy? We are enclosing herewith the certified copy for correction if this is the case. If not, please return it and so advise us.

Very truly yours,

W. H. LYNCH
District Engineer

By L. Caufield

L. J. Caufield
Sr. Highway Engineer

Encl.

RECEIVED
JAN 2 1943
FOR FILING

RQ W9-3

#2584

January 25, 1943

Tower Sales & Erecting Company
529 Railway Exchange Building
Portland, Oregon

Gentlemen:

The State Highway Commission, at its meeting on January 14, 1943, granted you the extension of time requested, from September 15 to December 17, 1942, without penalty, in connection with contract No. 2584, Going Street Overcrossing in the city of Portland, Multnomah County.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

cc - F. D. Young

RECEIVED
FOR FILING

PORTLAND GENERAL ELECTRIC COMPANY

ELECTRIC BUILDING -- 621 S. W. ALDER STREET
PORTLAND, OREGON

HP-N1 3

608 Electric Building
August 26, 1942.

Oregon State Highway Commission,
Salem, Oregon.

Attention: Mr. R. H. Baldock,
Highway Engineer

and

Tower Sales and Erecting Company
6100 N. E. Columbia Blvd.
Portland, Oregon.

NOTED
...ate Highway Engineer

Gentlemen:

It is our understanding that the Oregon State Highway Commission has let a contract to the Tower Sales and Erecting Company for the widening of the viaduct over the Union Pacific Railroad Company's track on the street leading to Swan Island, Portland. The plans for this widening call for the driving of piles very close to our 57,000-volt line supplying electric energy to the Shipyard of Kaiser and Company located on Swan Island.

On August 25, 1942, we verbally notified the Foreman of the pile driving crew that was preparing to drive the piles of the extreme hazard of driving piles so close to our high tension line, not only to the life of the men engaged in this work, but also in damage to the high tension circuit and resulting interruption of service to the Shipyard, which is a very vital matter. We also on the same date verbally notified the Oregon State Highway Commission's local office on McLaughlin Blvd. of these hazards, and this office promised to notify Mr. J. T. Skelton, Bridge Engineer as soon as possible.

We do not know whether it is possible to modify the plans for the widening of the viaduct or not, but in any event we wish to bring to the attention of all parties who may be concerned the extreme hazard that will exist if it is attempted to drive piles too close to our high tension circuit mentioned above. We request that everything possible be done to minimize the hazards involved.

RECEIVED
AUG 27 1942
...SSION

Yours very truly,

H. R. Wakeman

H. R. WAKEMAN
Supt. of Distribution

CC: Kaiser Company, Inc.
Attn. Mr. A. B. Nieman,
Asst. General Manager

Copy sent to Paxson - 8-27-42

PGE GIVES A BETTER BONNEVILLE BARGAIN--LOW RATES WITHOUT TAX SUBSIDY

RECEIVED
JUL 28 1942
FOR FILING

LP-VI 3

July 28, 1942

Tower Sales & Erecting Co.
6100 N. E. Columbia Boulevard
Portland, Oregon

Gentlemen:

By express we are forwarding to you a fully executed copy of contract No. 2584 awarded to you on June 25, 1942, for the construction of the Going Street Overcrossing, in Multnomah County.

This copy is for your records and files.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

NOTED
D. G. DeSart

RECEIVED
JUL 28 1942
FOR FILING

DA-NI 3

July 28, 1942

Continental Casualty Company
Mansfield and Company
302 Lewis Building
Portland, Oregon

Gentlemen:

We are sending to you today, by express, a fully executed copy of contract No. 2584 which was awarded to the Tower Sales and Erecting Company on June 25, 1942, for the construction of the Going Street Overcrossing in Multnomah County.

This copy is being sent to you since you appear as surety on the bond and is for your records and files.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

NOTED
D. G. DeSart

RECEIVED
JUL 1942
FOR FILING

RECEIVED
JUL 22 1942

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 21, 1942

LA-N1 3
#2214

Subject: Going Street Overcrossing

To: Mr. C. B. McCullough
Assistant Chief Engineer
O f f i c e

NOTED
Asst. State Highway Engineer

Dear Sir:

The attached price agreement is in accordance with Mr. Baldock's conversation with Mr. Fisher. You may wish to refer this to him for completion.

Very truly yours,

G. S. Paxson
Bridge Engineer

GSP CM
Attached

INSTALLATION OF
Towers - Antenna
Radio Transmitters
Obstruction Lights
Ground Systems

TOWER SALES & ERECTING CO.

STRUCTURAL STEEL ■ RADIO & TRANSMISSION TOWERS
RAILWAY EXCHANGE BUILDING
PORTLAND, OREGON

6100 N. E. Columbia Blvd.
Telephone Trinity 7303

RECEIVED
JUL 21 1942
FOR FILING
OH-N1 3

July 18, 1942.

Re: Contract No. 2584
Bridge No. 6659
Swan Island Bridge

Oregon State Highway Commission,
Salem, Oregon.

Attention: Mr. R. H. Baldock, Chief Engineer.

My dear Mr. Baldock:-

In regard to the phone conversation which you had with the writer yesterday morning in regard to the above contract wherein you advised the writer that it would be agreeable with you that we have Clark & Wilson furnish the timbers for the Swan Island Access Bridge in No. 1 Common or structural, I had a conference with Clark & Wilson yesterday and it might help them somewhat to be able to furnish a portion of these timbers in No. 1 Common.

Clark and Wilson will invoice them to us at the ceiling price of No. 1 Common and we, in turn, will give the State of Oregon credit for the difference between the No. 1 Common price and the select structural price.

It might be that a few of these timbers will be furnished in a select merch grade and if they are we will give you the credit between the select merch. grade price and the select structural price. In other words, it is agreeable to us to give the State of Oregon the full credit between the select structural price and whatever lower grade is furnished.

I have given Clark & wilson this latitude in furnishing this order in grades all the way from No. 1 Common to select structural, as I believe it will speed up the delivery somewhat, however, not as much perhaps as the Kaiser Company would like, as of course, they would like deliver of the timber yesterday.

At any rate Clark & Wilson have assured me they will do the best they can in the face of the present conditions and I hope everyone can be kept satisfied.

RECEIVED
JUL 20 1942
STATE HIGHWAY COMMISSION

If you wish to put your West Coast Inspector on these timbers as they are delivered, that is entirely up to you, but Clark & Wilson are reputable people and I believe they will furnish the lumber on the grade of structural and/or No. 1 Common and invoice it as it should be.

I am also sending Mr. Paxson a copy of this letter as he talked to me first advising me that No. 1 Common would be acceptable.

I wish to repeat again that we had nothing to do with Kaiser getting in touch with you or had anything to do with trying to get these grades changed. I am merely trying to cooperate with all interested parties in order to get this bridge built as quickly as possible.

Yours very truly,

Tower Sales & Erecting Co.

By C.H. Fisher Pres.

CHFisher/hm
cc: Mr. G.S. Paxson.

RECEIVED
JUL 10 1942
FOR FILING

DA-NI 3

July 9, 1942

Mr. Baldock:

The bids for the timber overcrossing structure over the Union Pacific Co. tracks on Northeast Going Street in Portland, were as follows:

Bids received June 4th:

Tower Sales & Erecting Co., Portland	$23,080.00
Lindstrom Bros., Portland	25,226.00

Bids received June 25th:

Tower Sales & Erecting Co., Portland.	$23,980.00
Lindstrom Bros., Portland.	$27,855.00

I have checked up and find that the contract was made up in accordance with the bids received June 4th. You signed this contract just a few days ago and it is now out to one of the Commissioners.

J. McFarland

NOTED

RECEIVED
JUL 1 1942
FOR FILING

LA-N I 3

June 30th, 1942

Power Sales & Equipment Co.
6200 N. E. Columbia Boulevard
Portland, Oregon

Gentlemen:

We are sending you today, by express, four copies of contract No. 2884 which was awarded to you on the 19th day of June, 1942, by the State Highway Commission covering construction, being Street Overcrossing on the Swan Island Access Road in Multnomah County.

Will you kindly execute all four copies of this contract as to agreement and bond and return them to this office for approval by the State Highway Commission. When this has been done a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the paragraph under Section 7, page 14, of the printed General Provisions, relating to the Workmen's Compensation Act. You are expected to accept the terms of this Act and to carry on your work under this contract in strict conformance therewith.

Your attention is also called to the paragraph on the same page relating to the payment by the contractor of amounts for hospital associations, etc.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

NOTED
D. G. DeSart

RECEIVED
JUN 26 1942
FILING

June 26, 1942

Tower Sales & Erecting Company
529 Railway Exchange Building
Portland, Oregon

Gentlemen:

The State Highway Commission, on June 25, 1942, awarded to you the contract for construction of a timber overcrossing over the Union Pacific tracks on Northeast Going Street in Portland, Multnomah County. This award was made based on your offer to reduce your bid to agree with the proposal you submitted on June 4, in the amount of $23,080.00.

Contract forms will be sent to you for execution within a few days.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

MM

cc - S. H. Probert

G. H. Paxson

DA-NI 3

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

June 25, 1942

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to confirm our verbal concurrence in award of contract, as of this date, for Oregon Federal Access Road Project No. DA-NI 3, Going Street Overcrossing on the Swan Island Access Road, to Tower Sales and Erecting Co., Portland, Oregon, who submitted the low bid, this award being made on the units and unit prices as submitted by this company at the bid opening on June 4, 1942, at which they were the low bidder.

Very truly yours,

W. H. LYNCH
District Engineer

RECEIVED
JUN 29 1942
STATE HIGHWAY COMMISSION

DA-WR 5 Luckiamute River Br., Monmouth-1942
Lewisburg Sec., Pacific Hwy. W.
#2585

RECEIVED
OCT 21 1943
FOR FILING

57-WR 5

October 20, 1943

Great American Indemnity Company
Harvey Wells-Fred G. Reed, Agents
512 Failing Building
Portland (4), Oregon

Gentlemen:

In reply to your inquiry of October 19, as to the acceptance dates on two contracts, the following information is offered:

Averill & Corbin, Contract #2539, for the Helmick Undercrossing, on the Pacific Highway West, in Polk County, was accepted by the Highway Commission on June 16, 1943.

Averill & Corbin, Contract #2535, for the Luckiamute River Bridge, on the Pacific Highway West, in Polk County, was accepted by the Highway Commission on April 7, 1943.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

RECEIVED
MAY 5 1943
FOR FILING

DA-WR 5

STATE HIGHWAY COMMISSION

May 4, 1943

Averill & Curtis
Route 10
Portland, Oregon

Gentlemen:

The State Highway Commission, at its meeting on April 7, 1943, granted your request for an extension of time from November 20, 1942 to March 20, 1943, without penalty, in connection with contract No. 2585, for construction of a bridge over the Rickreall River on the Pacific Highway West, in Polk County.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

MM

cc - F. D. Mason

RECEIVED
ARCHIVES
FOR MICRO

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 5, 1943

8

DA-WR 5

SUBJECT:

To: Mr. H. B. Glaisyer
Secretary
O f f i c e

Dear Sir:

The bridge over Luckiamute River, Contract No. 2585, Averill and Corbin, contractors, was completed on March 10, 1943.

Will you please secure authority to make the final payment.

Very truly yours,

G. S. Paxson
Bridge Engineer

By W. A. Reeves

W. A. Reeves
Bridge Office Engineer

WAB:GF
cc: W. A. Reeves

RECEIVED
APR 7 1943
FOR FILING

DA-WR 5

April 5, 1943

Great American Indemnity Co.
Harvey Wells-Reed Insurance Agency
Failing Building
Portland, Oregon

Gentlemen:

You are hereby notified that state highway contract No. 2585, for work on the Luckiamute River Bridge Section of the Pacific Highway West, in Polk County, has been completed by the contractors, Averill & Cortin, and that final payment in the amount of $439.98 will be made on or after April 15, 1943.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues, or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

This notice is served upon you since you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total contract amount is $14,666.15 and that no force account work was performed therein. This contract was completed on March 10, 1943, but has not yet been accepted by formal action of the State Highway Commission.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

RS

NOTED
A. L. MONSON

RECEIVED
MAR 11 1943
FOR FILING

109-WR-5

March 10, 1943

Great American Indemnity Company
Harvey Wells-Read Insurance Agency
Failing Building
Portland, Oregon

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semifinal payment to Averill & Corbin on contract No. 2585, covering bridge construction on the Luckiamute River Bridge Section of the Pacific Highway West, in Polk County. This payment, in the amount of $1,432.46, will be made on or after March 20, 1943. The retained percentage is $439.98.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

Kindly acknowledge receipt of this letter.

Very truly yours,
STATE HIGHWAY COMMISSION

By

AM Secretary

NOTED
A. L. MONSON

RECEIVED
NOV 14 1942
FOR FILING

LA-MD 5

Nov. 13, 1942.

Mr. H. H. Lynch,
District Engineer,
P. O. Box 3900,
Portland, Ore.

Subject:

Dear Sir:

Please find enclosed herewith four copies of Form B-1, Application for Certificate of Necessity of Use of Bituminous Road Material required on the Lewisburg Bridge, Monmouth-Camp Adair Highway, project No. Oregon BA-MD-5, Polk County.

Very truly yours,

R. H. BALDOCK,
CHIEF ENGINEER.

RECEIVED
PORT 1

OREGON STATE HIGHWAY COMMISSION

CLASS OF SERVICE DESIRED			
DOMESTIC		CABLE	
TELEGRAM		ORDINARY	
DAY LETTER		URGENT RATE	
SERIAL		DEFERRED	
OVERNIGHT TELEGRAM		NIGHT LETTER	
SPECIAL SERVICE		SHIP RADIOGRAM	

Patrons should check class of service desired; otherwise the message will be transmitted as a telegram or ordinary cablegram.

COPY OF WESTERN UNION TELEGRAM

SALEM, OREGON
SEPTEMBER 5, 1942

PUBLIC ROADS ADMINISTRATION
326 NEW POST OFFICE BUILDING
PORTLAND, OREGON

CONTRACT FOR LOOKINGGLASS RIVER BRIDGE, OREGON DA-OR 5, REQUIRES APPROXIMATELY 110 M-FBM STRUCTURAL GRADE DOUGLAS FIR LUMBER IN SIZES FROM 4 INCHES BY 10 INCHES TO 14 INCHES BY 32 INCHES. PROJECT HAS P-19-a, SERIAL NO. 21452-K. AVERILL AND CONDIT, ROUTE 10, PORTLAND, OREGON, CONTRACTORS. WILLAMETTE LUMBER COMPANY, DALLAS, OREGON, PRODUCER. COMPLETION OF CAMP ADAIR ACCESS ROAD DEPENDS ON COMPLETION OF BRIDGE. REQUEST THAT YOU OBTAIN RELEASE ON PD-423 FOR THIS STRUCTURAL GRADE LUMBER.

R. H. BALDOCK, CHIEF ENGINEER
OREGON STATE HIGHWAY DEPARTMENT

CSP OH
CC COMPTROLLER
C. S. PATTON
ADDITION
FILES

RECEIVED
JUL 30 1942
FOR FILING

DA-WR 5

July 29, 1942

Averill and Corbin
Route No. 10
Portland, Oregon

Gentlemen:

By express we are forwarding to you a fully executed copy of contract No. 2585 which was awarded to you on June 25, 1942, for the construction of the Luckiamute River Bridge, in Polk County.

You will note on Page 141 under "Contract Agreement" that we have added a little more information in describing the party of the second part. This was done at the suggestion of our Legal Department. The party of the second part now reads as follows:

"Averill and Corbin, a limited partnership, doing business at Route 10, Portland, Oregon, and consisting of Archie R. Averill, Route 10, Portland, Oregon, Virgil Corbin, Crockett, California, and V. L.Corbin, Marcell, Minnesota."

This copy is for your records and files.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

MM

NOTED
D G. DeSart

RECEIVED
JUL 30 1942
FOR FILING

DP-ARS

July 29, 1942

Great American Indemnity Company
Harvey Wells-Reed Insurance Agency
Failing Building
Portland, Oregon

Gentlemen:

We are sending to you today, by express, a fully executed copy of contract No. 2585 which was awarded to Averill & Corbin on June 25, 1942, for the construction of the Luckiamute River Bridge on the Pacific Highway West, in Polk County.

You will note on Page 141 under "Contract Agreement" that we have added a little more information in describing the party of the second part. This was done at the suggestion of our Legal Department. The party of the second part now reads as follows:

"Averill and Corbin, a limited partnership, doing business at Route 10, Portland, Oregon, and consisting of Archie R. Averill, Route 10, Portland, Oregon, Virgil Corbin, Crockett, California, and V. L. Corbin, Marcell, Minnesota".

This copy is being sent to you since you appear as surety on the bond and is for your records and files.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

NOTED
D G. DeSart

RECEIVED
JUL 30 1942
FOR FILING

ITD - M R S

July 29, 1942

Great American Indemnity Company
Harvey Wells-Reed Insurance Agency
Failing Building
Portland, Oregon

Gentlemen:

We are sending to you today, by express, a fully executed copy of contract No. 2585 which was awarded to Averill & Corbin on June 25, 1942, for the construction of the Luckiamute River Bridge on the Pacific Highway West, in Polk County.

You will note on Page 141 under "Contract Agreement" that we have added a little more information in describing the party of the second part. This was done at the suggestion of our Legal Department. The party of the second part now reads as follows:

"Averill and Corbin, a limited partnership, doing business at Route 10, Portland, Oregon, and consisting of Archie R. Averill, Route 10, Portland, Oregon, Virgil Corbin, Crockett, California, and V. L. Corbin, Marcell, Minnesota".

This copy is being sent to you since you appear as surety on the bond and is for your records and files.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

NOTED
D G. DeSart

RECEIVED
JUL 1 1942
FOR FILING
DA-WR-S
O
P

June 30th, 1942

Averill & Corbin
Route 10
Portland, Oregon

Gentlemen:

We are sending youtoday, by express, four copies each of contract No. 2585, which was awarded to you on the 25th day of June by the State Highway Commission covering construction of Luckiamute River Bridge on the Monmouth-Lewisburg Section of the Pacific Highway West in Polk County, and contract No. 2589, whichwas awarded to you on the 26th day of June by the State Highway Commission covering construction of Helmick Undercrossing on the Monmouth-Lewisburg Section of the Pacific Highway West in Polk County.

Will you kindly execute all four copies of each of these contracts as to agreement and bond and return them to this office for approval by the State Highway Commission. When this has been done a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the paragraph under Section 7 page 13 of the printed General Provisions, relating to the Workmen's Compensation Act. You are expected to accept the terms of this act and to carry on your work under this contract in strict conformance therete.

Your attention is also called to the paragraph on the same page relating to the payment by the contractor of amounts due hospital associations, etc.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

bh

RECEIVED
JUN 26 1942
FOR FILING

LD-W 10 5

June 26, 1942

Averill & Corbin
Route #10
Portland, Oregon

Gentlemen:

The State Highway Commission, on June 25, 1942, awarded you the contract for construction of the Luckiamute River Bridge on the Monmouth-Lewisburg Section of the Pacific Highway West, in Polk County. This award was based on your low bid of $15,313.00, submitted on that date.

Contract forms will be sent to you for execution within a few days.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

MM

cc - S. H. Probert

G. S. Pearson

RECEIVED
JUN 29 1942
FOR FILING

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

DA-WR 5

June 25, 1942

POST OFFICE BUILDING
PORTLAND, OREGON

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to confirm our verbal concurrence in award of contract, as of this date, for Oregon Federal Access Road Project No. DA-WR 5, the Luckiamute River Bridge on the Monmouth-Lewisburg Section of the Pacific Highway West, to Averill and Corbin, Portland, Oregon, who submitted the low bid.

Very truly yours,

W. H. LYNCH
District Engineer

RECEIVED
NOV 17 1942
FOR FILING

17-HR-5
2585

June 2, 1942

Mr. W. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland, Oregon

Dear Sir:

We are enclosing herewith seven copies of estimate, three copies of Form PR 46 and three copies of right of way statement to accompany plans and specifications for the Luckiamute River Bridge, Project No. DA-HR 5.

Five bid proposals and five sets of blueprint plans are being sent under separate cover.

Very truly yours,

R. H. BALDOCK
Chief Engineer

By

E. E. Probert
Office Engineer

Dictated by J. H. Nash/HR

Encls.

Oregon State Highway Department

Federal Access Road
Project No. DA-OR 5

MONMOUTH-CORVALLIS SECTION OF THE

PACIFIC HIGHWAY WEST IN POLK AND BENTON COUNTIES

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, June 2, 1942

All Required		Lands, Rights of Way, Easements		$ 2,000.00
		MONMOUTH		
INSIDE CITY OF MONMOUTH				
Grading (Sta. 1037+68 to 1057+32)				
All Required		Clearing and Grubbing		$ 400.00
80	cu. yds.	Structural Excavation, Unclassified	$ 2.00	40.00
4,000	cu. yds.	General Excavation, Unclassified	.35	1,400.00
22,000	yd. sta.	Haul Overhaul	.015	330.00
0.37	mile	Finishing Roadbed and Slopes	500.00	185.00
100	lin. ft.	12" Concrete Pipe	1.50	150.00
100	lin. ft.	18" Concrete Pipe	2.50	250.00
				$ 2,755.00
Portland Cement Concrete Pavement (Sta. 1037+68 to 1057+32)				
1	Unit	Adjustment of Manhole	$ 30.00	$ 30.00
330	sq. yds.	Concrete Walks	1.80	594.00
2,000	cu. yds.	3" - 0" Material in Base	1.75	3,500.00
300	cu. yds.	3/4" - 0" Material in Shoulders	1.75	525.00
150	cu. yds.	3" - 0" Material in Cushion Course	2.75	412.50
50	M-gals.	Sprinkling	2.00	100.00
4,800	sq. yds.	Portland Cement Concrete Pavement	2.60	12,480.00
3,000	lin. ft.	Construction Joints	.05	150.00
				$ 18,197.50
			Subtotal	$ 20,852.50
			10% Engr. & Cont.	2,088.25
			Total	$ 22,970.75
		Length	0.372 mile	
		Cost per mile	$ 61,749.32	

RECORD SIDE

Grading (Sta. 1077+32 to 2721+00)

All Required		Clearing and Grubbing		$ 3,500.00
250	cu. yds.	Structural Excavation, Unclassified	$ 2.00	
436,000	cu. yds.	General Excavation, Unclassified	.35	
1,778,000	yd. stas.	Short Overhaul	.015	26,670.00
68,000	C-yd. stas.	Long Overhaul	.40	27,200.00
8,000	lin. ft.	Rounding Cutbanks	.15	1,200.00
6.19	miles	Finishing Roadbed and Slopes	900.00	
1,300	lin. ft.	18" Concrete Pipe	2.50	3,250.00
650	lin. ft.	24" Concrete Pipe	3.50	2,275.00
120	lin. ft.	48" Concrete Pipe	12.00	1,440.00
100	M-gals.	Sprinkling	2.00	200.00
				$230,990.00

Grading and Portland Cement Concrete Pavement
(Sta. 1057+32 to 1411+92 = 1415+35.9)
(Sta. 1513+07.7 to 1528+98.4)

All Required		Clearing and Grubbing		$ 500.00
4,600	sq. yds.	Removal of Pavement	$ .50	2,300.00
10	cu. yds.	Structural Excavation, Unclassified	2.00	
43,000	cu. yds.	General Excavation, Unclassified	.40	
83,000	yd. stas.	Short Overhaul	.02	
200	C-yd. stas.	Long Overhaul	.50	
4,000	lin. ft.	Rounding Cutbanks	.15	
0.63	mile ft.	Finishing Roadbed and Slopes	500.00	
100	lin. ft.	24" Concrete Pipe	3.50	
37,300	cu. yds.	3" - 6" Material in Base	1.75	
5,900	cu. yds.	3/4" - 6" Material in Shoulders	2.75	
2,630	cu. yds.	3" - 6" Material in Cushion Course	3.75	
1,100	cu. yds.	Salvaging Surfacing Materials	1.00	1,100.00
250	M-gals.	Sprinkling	2.00	500.00
88,700	sq. yds.	Portland Cement Concrete Pavement	2.50	
53,400	lin. ft.	Contraction Joints	.05	2,670.00
All Required		Obliteration of Detours		1,000.00
				$346,092.50

County Line Bridge (Sta. 1524+11.66 to 1524+28.46)

All Required	Preparation of Existing Bridge and Provision for Maint. of Traffic (20%)	$	300.00

All Required		Shoring, Grubbing, Etc.		$ 360.00
85	cu. yds.	Structural Excavation	$ 3.00	255.00
40	cu. yds.	Structural Excavation Below Elevation Shown	10.00	100.00
60	cu. yds.	Class "A" Concrete	30.00	1,800.00
12,500	lbs.	Transporting and Placing Reinforcing Steel	.05	625.00
			Subtotal	$ 3,140.00
			10% Engr. & Cont.	314.00
			Total	$ 3,454.00
		Length	0.126 miles	
		Cost per mile	$ 27,412.70	

Grading and Portland Cement Concrete Shoulders
(Sta. 1418+35.9 to 1518+07.7) (Sta. 1525+59.4 to 1528+28.1)

All Required		Clearing and Grubbing		$ 1,300.00
100	cu. yds.	Structural Excavation, Unclassified	$ 2.00	200.00
20,000	cu. yds.	General Excavation, Unclassified	.40	8,000.00
80,000	yd.-sta.	Short Overhaul	.02	1,600.00
2,000	C-yd. sta.	Long Overhaul	.50	1,000.00
1.89	miles	Finishing Roadbed and Slopes	500.00	945.00
200	lin. ft.	12" Concrete Pipe	1.50	300.00
20	lin. ft.	24" Concrete Pipe	3.50	70.00
70	lin. ft.	30" Concrete Pipe	5.00	350.00
130	lin. ft.	Salvaging Culvert Pipe	1.00	130.00
1	only	Special Type "B" Manhole	100.00	100.00
8,300	cu. yds.	3" - 0" Material in Base	1.75	14,525.00
1,300	cu. yds.	3/4" - 0" Material in Shoulders	2.75	3,575.00
220	cu. yds.	3" - 0" Material in Cushion Course	2.75	605.00
100	M-gals.	Sprinkling	2.00	200.00
7,300	sq. yds.	Portland Cement Concrete Pavement	2.60	19,000.00
4,600	lin. ft.	Contraction Joints	.05	230.00
			Subtotal	$ 53,180.00
			10% Engr. & Cont.	5,318.00
			Total	$ 58,498.00
		Length	1.885 miles	
		Cost per mile	$ 31,033.42	

Asphaltic Concrete Pavement (Sta. 287+64 to 552+62.5)

All Required		Clearing and Grubbing		$ 4,500.00
12	sq. yds.	Removal of Miscel. Concrete Structures	$ 10.00	120.00
680	cu. yds.	Structural Excavation, Unclassified	2.50	1,700.00
41,500	cu. yds.	General Excavation, Unclassified	.40	16,600.00
81,500	yd. stns.	Short Overhaul	.02	1,630.00
3,900	C-yd. stns.	Long Overhaul	.40	1,560.00
1,400	lin. ft.	Rounding Cutbanks	.10	140.00
5.00	miles	Finishing Roadbed and Slopes	500.00	2,540.00
1,300	lin. ft.	12" Concrete Pipe	1.50	1,950.00
200	lin. ft.	18" Concrete Pipe	2.50	500.00
60	lin. ft.	24" Concrete Pipe	3.50	210.00
60	lin. ft.	36" Concrete Pipe	6.50	390.00
1,600	lin. ft.	Salvaging Culvert Pipe	1.00	1,600.00
110	cu. yds.	Class "A" Concrete in Culverts	35.00	3,850.00
30	sq. yds.	Concrete Driveways	2.50	75.00
20	sq. yds.	Concrete Walks	2.25	45.00
10	lin. ft.	Expansion Joints in Walks	.15	1.50
12	cu. yds.	Class "A" Concrete in Miscel. Structures	35.00	420.00
29,000	cu. yds.	3" - 0" Material in Base	1.75	50,750.00
6,500	cu. yds.	1" - 0" Material in Leveling Course and Shoulders	2.75	17,875.00
180	M-gals.	Sprinkling	2.00	360.00
11,000	tons	Class "B" Asphaltic Concrete in Pavement	7.00	77,000.00
			Subtotal	$183,816.50
			10% Engr. & Cont.	18,381.65
			Total	$202,198.15
		Length of Roadway	5.083 miles	
		Cost per mile	$ 39,779.29	

INSIDE CITY OF CORVALLIS

33' Asphaltic Concrete Pavement (Sta. 552+62.5 to 565+50)

All Required		Clearing and Grubbing		$ 230.00
800	sq. yds.	Removal of Pavement	$ .40	320.00
300	sq. yds.	Removal of Walks and Driveways	.20	60.00
20	cu. yds.	Structural Excavation, Unclassified	2.50	50.00
4,500	cu. yds.	General Excavation, Unclassified	.40	1,800.00
4,500	yd. stns.	Short Overhaul	.02	90.00

100	C-yd. sta.	Long Overhaul	$ .40	$ 40.00
0.24	mile	Finishing Roadbed and Slopes	500.00	120.00
270	sq. yds.	Concrete Walks	2.25	607.50
60	lin. ft.	Expansion Joints in Walks	.15	9.00
1,200	cu. yds.	3" - 0" Material in Base	1.75	2,100.00
200	cu. yds.	1" - 0" Material in Leveling Course and Base	2.75	550.00
10	M-gals.	Sprinkling	2.00	20.00
1,000	tons	Class "E" Asphaltic Concrete	7.00	7,000.00
				$ 13,016.50

Dixon Creek Bridge (Sta. 560+56.8 to 560+73.8)

All Required		Preparation of Existing Bridges and Provision for Maint. of Traffic (20%)		$ 300.00
All Required		Shoring, Cribbing, Etc. (20%)		200.00
25	cu. yds.	Structural Excavation	$ 3.00	75.00
5	cu. yds.	Structural Excavation Below Elevation Shown	10.00	50.00
35	cu. yds.	Class "A" Concrete	30.00	1,050.00
44	M-FBM	Untreated Lumber in Place	80.00	3,520.00
42	lin. ft.	Wooden Handrail	5.00	210.00
				$ 5,405.00
		Subtotal		$ 18,421.50
		10% Engr. & Cont.		1,842.15
		Total		$ 20,263.65
		Length	0.243 mile	
		Cost per mile	$ 83,389.50	

46' Asphaltic Concrete Pavement (Sta. 565+50 to 578+05.8)

All Required		Clearing and Grubbing		$ 250.00
250	sq. yds.	Removal of Walks	$ .20	50.00
750	lin. ft.	Removal of Curbs	.10	75.00
14	only	Removal of Catch Basins	5.00	70.00
400	cu. yds.	Structural Excavation, Unclassified	2.50	1,000.00
1,000	cu. yds.	General Excavation, Unclassified	.40	400.00
0.24	mile	Finishing Roadbed and Slopes	500.00	120.00
350	lin. ft.	8" Sewer Pipe	.80	280.00
900	lin. ft.	12" Sewer Pipe	1.00	900.00
90	lin. ft.	Extra for Installing Pipe Under Pavement	1.00	90.00
1	only	Adjusting Manhole	20.00	20.00

12	only	Concrete Catch Basins	$ 30.00	$ 360.00
3	Only	Type "B" Manholes	100.00	300.00
190	lin. yds.	Concrete Curbs	28.00	5,320.00
70	sq. yds.	Concrete Driveways	7.50	525.00
120	Sq. yds.	Concrete Walks	2.75	247.50
30.50	lin. ft.	Expansion Joints in Walks	.15	4.58
800	cu. yds.	3" - 0" Material in Base	1.75	1,400.00
300	cu. yds.	1" - 0" Material in Leveling Course and Shoulders	2.75	825.00
30	cu. yds.	1" - 0" Material in Footpath Foundation Course	4.00	120.00
10	M-gals.	Sprinkling	2.00	20.00
1,000	tons	Class "B" Asphaltic Concrete in Pavement	7.00	7,000.00
		Subtotal		$ 16,227.00
		10% Engr. & Cont.		1,622.70
		Total		$ 17,849.70
		Length of Roadway	0.238 mile	
		Cost per mile	$ 74,998.73	

STRUCTURES

Ash Creek Bridge (Sta. 1087+81 to 1088+50)

620	lin. ft.	Furnish Untreated Piles	$ .25	$ 155.00
20	only	Drive Untreated Piles	25.00	500.00
3.5	M-FBM	Untreated Lumber in Substructure	80.00	280.00
72.0	lin. ft.	Untreated Trestle Superstructure	40.00	2,880.00
				$ 3,815.00

Lookimute Overflow Bridge (Sta. 1307+56 to 1310+60)

2,388	lin. ft.	Furnish Untreated Piles	$ .25	$ 745.00
72	only	Drive Untreated Piles	25.00	1,800.00
15.5	M-FBM	Untreated Lumber in Substructure	80.00	1,240.00
308	lin. ft.	Untreated Trestle Superstructure	40.00	12,320.00
				$ 16,105.00

Soap Creek Bridge (Sta. 1466+22.59 to 1466+64.59)

All Required		Preparation of Existing Bridges and Provision for Maint. of Traffic (40%)	$ 600.00

All Required		Shoring, Cribbing, Etc.		$ 720.00
265	cu. yds.	Structural Excavation	$ 3.00	795.00
10	cu. yds.	Structural Excavation Below Elevation Shown	10.00	100.00
190	cu. yds.	Class "A" Concrete	30.00	5,700.00
30,000	lbs.	Transporting and Placing Reinforcing Steel	.05	1,500.00
				$ 9,415.00

Bear Creek Bridge (Sta. 1471+11.84 to 1471+53.84)

All Required		Preparation of Existing Bridges and Provision for Maint. of Traffic (40%)		$ 600.00
All Required		Shoring, Cribbing, Etc.		720.00
290	cu. yds.	Structural Excavation	$ 3.00	870.00
10	cu. yds.	Structural Excavation Below Elevation Shown	10.00	100.00
190	cu. yds.	Class "A" Concrete	30.00	5,700.00
30,000	lbs.	Transporting and Placing Reinforcing Steel	.05	1,500.00
				$ 9,490.00

Knotts Creek Bridge (Sta. 403+35 to 403+67)

All Required		Preparation of Existing Bridges and Provision for Maint. of Traffic (40%)		$ 600.00
All Required		Shoring, Cribbing, Etc. (40%)		480.00
120	cu. yds.	Structural Excavation	$ 3.00	360.00
5	cu. yds.	Structural Excavation Below Elevation Shown	10.00	50.00
95	cu. yds.	Class "A" Concrete	30.00	2,850.00
16,900	lbs.	Transporting and Placing Reinforcing Steel	.05	845.00
				$ 5,185.00

Lewisburg Bridge (Sta. 343+16.1 to 343+45.1)

All Required		Preparation of Existing Bridges and Provision for Maint. of Traffic (40%)		$ 600.00
All Required		Shoring, Cribbing, Etc. (40%)		400.00
125	cu. yds.	Structural Excavation	$ 3.00	375.00
5	cu. yds.	Structural Excavation Below Elevation Shown	10.00	50.00
100	cu. yds.	Class "A" Concrete	30.00	3,000.00
18,100	lbs.	Transporting and Placing Reinforcing Steel	.05	905.00
				$ 5,330.00

Lusitanette River Bridge (Sta. 126+75.08 to Sta. 128+76.17)

3,200	lin. ft.	Furnish Untreated Piles	[illegible]	[illegible]
68	each	Drive Untreated Piles	[illegible]	[illegible]
22	M-FBM	Untreated Lumber in Substructure	[illegible]	[illegible]
535	lin. ft.	Untreated Trestle Superstructure	25.00	5,375.00
All Required		Untreated Wood Truss Span		4,000.00
		P. C. Concrete Pavement	[illegible]	[illegible]

[illegible] Overcrossing (Sta. 127+99.42)

All Required		Provision for Maintenance of Railroad Traffic		[illegible]
All Required		Shoring, Cribbing, Etc.		1,500.00
600	cub. yds.	Structural Excavation	$ 5.00	3,000.00
[illegible]	cub. yds.	Structural Excavation Below Elevation Shown	[illegible]	[illegible]
85	cu. yds.	Class "A" Concrete	28.00	2,380.00
[illegible]	lbs.	Transporting and Placing Reinforcing Steel	.05	225.00
16	M-FBM	Treated Lumber in Piles	[illegible]	[illegible]
				$ 12,205.00

Reinforcing Steel Furnished by State

[illegible]	lbs.	Reinforcing Steel	

Subtotal	$ 73,940.00
10% Engr. & Cont.	[illegible]
Total	$ 83,534.00

Length of Structures 0.155 mile

SUMMARY OF FUNDS REQUESTED

Item	Total Cost	Federal Aid Funds	State Funds
Lands, Rights of Way, Easements	~~$2,000.00~~ 45000.00	~~$1,727.00~~ 52210.00	~~$ 273.00~~ 877.00
Roadwork			
Inside City of Monmouth:		19864.00	
P. C. Concrete Pavement	22,970.75	~~20,931.00~~	~~2,039.75~~ 3106.75
Outside Cities:	~~$ 6,488.75~~	5534.85.00	
P. C. Concrete Pavement	~~58,974.00~~	~~52,877.00~~	~~6,097.00~~ 8639.75
P. C. Concrete Shoulders	58,498.00	~~51,302.00~~ 50581.00	~~7,196.00~~ 7411.00
Asphaltic Conc. Pavement	~~202,198.15~~	~~174,839.00~~ 174850.00	~~27,359.15~~ 27343.15
Inside City of Corvallis:		17523.00	
33' Asphaltic Conc. Pavement	20,263.65	~~18,464.00~~	~~1,799.65~~ 2740.65
46' Asphaltic Conc. Pavement	17,849.70	~~26,264.00~~ 15436.00	~~2,585.70~~ 2413.70
		72237.00	
Structures	83,534.00	~~76,115.00~~	~~7,419.00~~ 11247.00
	~~$1,177,889.00~~	~~$1,027,889.00~~	~~$150,000.00~~
	1109197.00	959197.00	150000.00

NON-PARTICIPATING

Reinforcing Steel Furnished by State

112,000 lbs.	Reinforcing Steel	$ .035	$ 3,920.00

LUCKIAMUTE RIVER BRIDGE

PROJECT NO. DA-WR 5

All necessary right of way has been acquired for this project.

R. H. BALDOCK
Chief Engineer

By

S. H. Probert
Office Engineer

June 2, 1942

FR 46
Lewiston River Bridge

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

Sheet 9 of 9 Sheets

Estimate of Materials Required for Roadway
(To Accompany P.S. & E.)

Starting Date (Est.) July 6, 1942 State Oregon

Completion Date (Est.) Nov. 30, 1942 Project No. DA-WR 9

Estimated Total Cost Bridge $ 15,922.50 Length: Miles .006

Code	Material Item	Unit	Quantity	Code	Material Item	Unit	Quantity
1	Cement	Bbl.		6	Metal culvert pipe	Lb.	
2	Aggregates	Cy.		7	Reinforcing steel	Lb.	
3	Bituminous mat.	Gal.	125	8	Structural steel	Lb.	
4	Lumber	M.	3,200	10	Explosives	Lb.	
5	Timber piling	Lft.					

DA-WR 5 N. Unit, Monmouth-Benton Co.Line Sec.
Pacific Highway West 1942

#2586

RECEIVED
JAN 19 1944
FOR FILING

January 18, 1944

DA-WR 5

Maryland Casualty Company
Lawson & Rutland, Inc., Agent
406 Title & Trust Building
Portland (4), Oregon

Gentlemen:

You are hereby notified that state highway contract No. 2586 for work on the North Unit, Monmouth-Benton County Line Section of the Pacific Highway West in Polk County, has been completed by the contractor, S. C. Hall Co. and J. C. Compton, and that final payment in the amount of $7,963.16 will be made on or after January 28, 1944.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues, or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

For your information we wish to advise that the total contract amount is $246,687.77 of which amount $8,461.23 represents the amount of force account items. This contract was completed on October 9, 1943, and accepted by the Commission on January 12, 1944.

This notice is served upon you since you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

NOTED
RUTH SMITH

RECEIVED
JAN 18 1944
FOR FILING
St. Mrs

January 17, 1944

E. C. Hall Company & J. C. Compton
1160 Grant Street
Eugene, Oregon

Gentlemen:

The State Highway Commission, at its meeting on January 12, 1944, granted you the extension of time requested, from October 15, 1942 to October 9, 1943, without penalty, in connection with contract No. 2586 for the North Unit, Monmouth-Benton County Line Section of the Pacific Highway West, in Polk County

Very truly yours,

OREGON STATE HIGHWAY COMMISSION,

By

Secretary

AO

cc - J. C. Compton
P. O. Box 86
McMinnville, Oregon

cc - F. D. Eason

NOTED
RUTH SMITH

RECEIVED
DEC 20 1943
FOR FILING

A-WK 5

December 16th, 1943

Mr. H. E. Lynch
District Engineer
Public Roads Administration
P. O. Box 4444, Railroad Station
Portland, Oregon

Dear Sir:

Will you kindly concur in an extension of time to H. C. Hall and J. C. Compton on the North Unit, Kempenich-Benton County Line Section of the Pacific Highway West, Contract No. 2516, DA-WK 5, from October 15th, 1943 to October 9th, 1943.

The delay in the completion of the contract was due to the war conditions, the inability to get sufficient labor and equipment, and I feel that the contractors carried on with vigor and as well as could be expected.

I recommend that the extension be granted without penalty.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

E

cc to: H. C. Smith

RECEIVED
DEC 13 1943
FOR FILING

DA-WR-5

December 13, 1943

Maryland Casualty Co.
Hansen & Rowland, Inc., Agents
406 Title & Trust Building
Portland, Oregon

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to E. C. Hall & J. C. Compton, on contract No. 2586, covering N. Unit, Monmouth-Benton County Line on the Pacific Highway West, in Polk County. This payment, in the amount of $15,012.31, will be made on or after December 23, 1943. The retained percentage is $7,386.33.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues, or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

Kindly acknowledge receipt of this letter.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

AO

NOTED
RUTH SMITH

Form E-1—826—4-43

A-W-R 5

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending October 9, 1943., 19

Section Monmouth-Benton Co. Line North Unit grading Kind of work Grading.

Highway 99-W. Section prefix 27-1104

Contractor Hall and Compton Contract number 2586

Date of contract June 26,1942, 19 Date of completion October 15, 1942, 19

Date work started July 20, 1942., 19 Estimated date of completion October 9, 1943., 19

Amount of contract . . . . . $ 264,935.00 Per cent of time elapsed 100 %

Estimated cost of completed project, exclusive of engineering . . . . . $ 291,428.50

Per cent of contract completed, based on total contract price . . . . . 100 %

Engineering cost to date, $ 7400.00, 0.028 % Date project was completed 10-9-43, 19

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Party set grades for refinishing ditches to grade station ~~XXX~~ 1057 to 1062 on both sides.

Contractor's crew finished rip rap at overflow bridge on Wednesday evening.

4- men excavated and placed 8" perforated tile drain outlet at station 1416 on Unit B. on Thursday

Friday and Saturday 3 men refinished ditches to a grade line station 1057 to 1062. This completes work remaining to be done on this project.

RECEIVED
OCT 13 1943

Signed [signature]

Address Monmouth, Oregon.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

RECEIVED
OCT 6 1943
FOR FILING

AA-WLE

September 7, 1943

R. G. Hall and J. C. Compton
1160 Grant Street
Eugene, Oregon

Attention: Mr. Williams

Gentlemen:

Mr. Johnson, our resident engineer on the Monmouth-Benton County Line Project (Contract No. 2586), has referred to us your letter of September 3, concerning payment for extra work.

We have checked the extra work pay rolls which accompanied the August 15 estimate, and find that the only changes made on these pay rolls were corrections in the extensions for the time of F. M. Foley, Superintendent. One pay roll showed 18 hours at $75.00 per week extended as $31.86. The other pay roll showed 12 hours at $75.00 per week extended as $21.24. These extensions do not check by any manner of pay roll computation that we have knowledge of, so we referred to our file copies of your pay rolls to see how Mr. Foley had been paid. There, we found that Mr. Foley was carried on a 48-hour week basis at $75.00 per week, with no extra allowance for overtime. We accordingly changed the extensions to conform with that basis of payment.

If we have erred in making this change, please explain to us how the extensions should be figured, and we will arrange to have corrections made when the next estimate is issued.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:GS

cc to F. D. Mason
R. G. Johnson

FORM E-80 3OM 6-41

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Monmouth, Oregon
Sept. 4, 1943

Subject:

E.W.O. No. 1 & 2
Contract No. 2586
North Unit
Monmouth - Benton
Co. Line Section.

To: Mr. F.D. Eason,
Division Engineer
Salem, Oregon

RECEIVED
SEP 6 - 1943
DIV.

Dear Sir:

Enclosed is a letter sent to us by Hall & Compton which concerns the above mentioned E.W.O.

This is a reply to a reduction of their claim, due to the Department assuming a 48 hour week as a basis of pay for administrative employees instead of the 40 hour which they used in computing their claim.

Very truly yours,

B.O. Johnson
Resident Engineer

By T.R. Hartrampf
T.R. Hartrampf

cc
F.D. Eason
encl.

E. C. Hall Co. & J. C. Compton

EUGENE, OREGON

September 3, 1943

B. O. Johnson
Oregon State Highway Comm.
Monmouth, Oregon

Dear Sir:

We have received the copies of Force Account payrolls that were returned by your office, which apprently had been sent to Salem and the Salem office has changed our claim, wherein they base the pay to each employee on the basis of a 48-hour week. We do not believe that this is a fair attitude because we are forced under Union regulations regardless of what the State Law might be to pay on the basis of straight time for 40 hours and overtime for all hours in excess of that. Therefore, if you were to request Force Account work by employees working six consecutive days, we would receive only straight time from you but would be forced to pay time and one-half under Union regulations.

We wish you would convey this to your office in Salem so that they will adjust our claim and remit to us the amounts we have paid out.

Very truly yours,

E. C. HALL CO. & J. C. COMPTON

By L. H. Wellman

LHW:m

August 15, 1943

R. C. Hall Company
1160 Grant Street
Eugene, Oregon

Attention Mr. Williams

Gentlemen

We are sending herewith a copy of a letter received from the State Land Board approving your proposal to combine into a single pay unit the pay units for the three Summerhaven County Line contracts in which your Company is interested.

It is our understanding, then, that each of the three groups, R. C. Hall, Hall & Compton and Hallett Brothers, will make pay units for subgrade on their respective contracts, but that there will be no segregation of these units for the different contracts.

Very truly yours,

S. H. HOLMES
State Highway Engineer

By

S. H. Prebert
Office Engineer

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

POST OFFICE BUILDING
PORTLAND, OREGON

August 12, 1943

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Submission of payrolls is satisfactory as discussed between Messrs. Probert and Caufield yesterday by phone; that is, there need be no segregation of the same contractor's forces on payrolls between different contracts on the same Federal Aid or Access project. In the particular instance under discussion, Oregon DA-WR 5, it will be satisfactory for E. C. Hall, Hall & Compton and McNutt Bros. to submit separate payrolls and there need be no segregation on the payrolls to show which particular contract the labor was used on. All of these payrolls should show clearly the Oregon DA-WR 5 project designation.

Very truly yours,

W. H. LYNCH
District Engineer

RECEIVED
AUG 13 1943
OREGON
STATE HIGHWAY COMMISSION

August 11, 1943

E. C. Hall Company
Eugene, Oregon

Attention: Mr. Williams

Gentlemen:

Have contacted the Public Roads Administration re your proposal to combine pay rolls for the Monmouth-Benton County Line Contracts, and they have promised to write to us tomorrow, giving their decision in the matter.

They appeared to think that the arrangement proposed will be satisfactory, but they wanted a little time to check on it.

Will advise further as soon as we hear from them.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:ER

Ed Rogers G. M. Partridge
G. W. Cooper P. J. Mulkey
City Councilmen

outh

gon

Nov 4 42

H.I.

NOTED
State Highway Engineer

d up the building of the concrete
ast Street in Monmouth

I see no reason why these people
THe mail is not delivered there
hey will have to take down the
middle of the road to get in or out to town. Mr Keeney is a sick man which throw
all the traveling on his wife and it is certainly an inconvenience for her
with his illness to get in and out. The City traded some work with Compton by
which he was to backfill the water ditch which he could do as he graded for the
sidewalk at the same time.

It willl be a decidedly nice thinghif you can spped this up for the benefit of
Mr & Mrs Keeney and the City would appreciate some action Please

Resp F R Bowersox Mayor

Coeon said he would see Bowersox about the above 11-5-42 - J. Smith.

NOTED
State Highway Engineer

Monmouth Owns Its Water, and Light and Power Plants

RECEIVED
NOV 13 1942
FOR FILING

DA-MR 5

Mr. Baldock:

Mr. Eason has seen the Mayor and assured him that the matter bothering him would be taken care of just as soon as possible--when the contractor can get at it.

H.I.

NOTED
State Highway Engineer

Ed Rogers G. M. Partridge
G. W. Cooper P. J. Mulkey
City Councilmen

outh

gon

Nov 4 42

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ast Street in Monmouth

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Mr & Mrs Keeney and the ity would appreciate some action Please

Eason said he would see Bowerson about the above
11-5-42- J. McH.

Resp F R Bowersox
F R Bowersox Mayor

NOTED
State Highway Engineer

Monmouth Owns Its Water, and Light and Power Plants

RECEIVED
NOV 13 1942
FOR FILING

DA-WR 5

F. R. Bowersox, Mayor
Mrs. Elsie O'Rourke, Recorder

Ed Rogers G. M. Partridge
G. W. Cooper P. J. Mulkey
City Councilmen

City of Monmouth

Polk County, Oregon

Nov 4 42

State Highway Com
Salem Oreg
Gentlemen;

Will it be possible for you to speed up the buildng of the concrete sidewalk in front of the Keeney property on East Street in Monmouth

This property has been torn up all summer and I see no reason why these people should be inconvenienced for all winter too. THe mail is not delivered there at their house because the sidewalk is out. They will have to take down the middle of the road to get in or out to town. Mr Keeney is a sick man which throw all the traveling on his wife and it is certainly an inconvenience for her with his illness to get in and out. The City traded some work with Compton by which he was to backfill the water ditch which he could do as he graded for the sidewalk at the same time.

It willl be a decidedly nice thighif you can spped this up for the benefit of Mr & Mrs Keeney and the City would apprechate some action Please

Resp F R Bowersox
F R Bowersox Mayor

Coxen said he would see Bowersox about the above
11-5-42 - J. Smith.

NOTED
State Highway Engineer

Monmouth Owns Its Water, and Light and Power Plants

RECEIVED
JAN 8 1943
FOR FILING

DE-WR 5

October 23, 1942

Mr. E. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland, Oregon

Dear Sir:

We refer to your letter of October 14, concerning our State Force Order for the moving of a power line in the City of Monmouth, this having to do with Project DE-WR 5.

The furnishing of new poles might reasonably be classed as a non-participating expense, but we are not acquainted with any regulation which would eliminate the moving cost from federal participation.

Your letter indicates that ownership of the line by the City, as distinguished from ownership by a corporation, might operate to prohibit federal participation. We do not understand this, as it has been common practice for the Government to participate in the moving of water mains, sewers and other municipally-owned facilities.

If there is a regulation prohibiting federal participation in the moving of city-owned facilities, please tell us where the regulation appears, so that we may acquaint ourselves with it.

Very truly yours,

R. H. BALDOCK
Chief Engineer

By

S. H. Probert
Office Engineer

SHP:ER

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

October 14, 1942

POST OFFICE BUILDING
PORTLAND, OREGON

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Receipt is acknowledged of your Order for State Force Work for the providing of four new poles and the moving of the city power line to the street right of way in Monmouth, Oregon DA-WR 5.

We are of the opinion that the cost of new poles is not eligible for Federal participation. Also, the line is to be moved by the City Light Department and reimbursed by the State. It would appear that the power line is owned by the City of Monmouth, in which case we do not believe the moving would be eligible.

If, however, our assumption of the ownership is wrong, or if there are other circumstances which might clarify the item, we would be glad to receive the information.

Very truly yours,

W. H. LYNCH
District Engineer

By L. Caufield

L. J. Caufield
Sr. Highway Engineer

RECEIVED
SEP 3 '42
WRB FILES
DR-WR-3

City of Monmouth

Polk County, Oregon

September 2, 1942

Mr. P. R. Bewersox, Mayor
City of Monmouth
Monmouth, Oregon

Dear Sir:

In responding to your communication of August 22, advise that I instructed Mr. Eason and Mr. Johnson, resident engineer, to see you about the arrangements for taking care of the water pipes. Our standard procedure is as follows: We will take care of any pipes that are in place that must be moved. Any new pipes or additions should be paid for by the city, and, of course, all of this must be taken care of before we are ready for paving.

I understand that Mr. Johnson has seen you and that Mr. Eason will endeavor to see you in the next few days. Mr. Eason has called to see you several times but has not been able to find you in. I have instructed Mr. Eason to contact you frequently so you may be fully advised of the situation.

We appreciate your interest and cooperation.

Very truly yours,

R. H. Baldock
Chief Engineer

RHB:HI
cc Mr. F. D. Eason

F. R. Bowersox, Mayor
Mrs. Elsie O'Rourke, Recorder

Ed Rogers G. M. Partridge
G. W. Cooper P. J. Mulkey
City Councilmen

City of Monmouth

Polk County, Oregon

Monmouth 8 22 42

R H Baldock
Salem Oreg

Dear Sir;

Have sent word to local engineer but seem to get no place In regard to East street changes what arrangements have been made to care for the water pipe and extention of the hydrant connections

It is certain that that pipe cant be buried under the paving and it might be difficult to get connections for extensions. Also do you intend to relay that pipe at highway expense or just what are the plans. It seems very difficult to find out anything and I would like a little co-operation and understanding as to f futare intentions . Otherwise we will have to hold up this work as we must have our water connections and be prepared to know what we have and you have to do. We cant allow paving to proceed until this is cared for

Resp

F R Bowersox

F R Bowersox Mayor

REFERRED TO
Eaun
By Chief Engineer

We will see to the [illegible] pipe [illegible] see to [illegible] [illegible] Bill [illegible] Plans [illegible]

see me re this

[illegible] pays for [illegible] and should be [illegible]

[illegible], Oregon

NOTED
D.C. D[illegible]

RECEIVED
JUL 28 1942
FOR FILING

LH-WR-5

July 27, 1942

E. C. Hall Company &
J. C. Compton
McMinnville, Oregon

Gentlemen:

By express we are forwarding to you a fully executed copy of contract No. 2586 awarded to you on June 26, 1942, for grading the North Unit, Monmouth-Benton County Line Section of the Pacific Highway West, in Polk County.

This copy is for your records and files.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

MM

cc - E. C. Hall Company &
J. C. Compton
1160 Grant Street
Eugene, Oregon

NOTED
D. G. DeSart

RECEIVED
JUN 29 1942
FOR FILING

June 27, 1942

E. C. Hall Co. & J. C. Compton
U. S. National Bank Bldg.
McMinnville, Oregon

Gentlemen:

We are sending you today by express four copies of contract No. 2586 which was awarded to you by the State Highway Commission on June 26, 1942, covering 6.56 miles grading on the North Unit, Monmouth-Benton County Line Section of the Pacific Highway West, in Polk County.

Kindly execute all four copies of this contract as to agreement and bond, and return them to this office for approval by the State Highway Commission. When this has been done a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the paragraph under Section 6, page 13, of the printed general provisions, relating to the Workmen's Compensation Act. You are expected to accept the terms of this act and to carry on your work under this contract in strict conformance thereto.

Your attention is also called to the paragraph on the same page, relating to payment by the contractor of amounts due hospital associations, et cetera.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

EB

cc - E. C. Hall Co.
1160 Grant St.
Eugene, Oregon

NOTED
D. G. DeSart

RECEIVED
OCT 1 1942
FOR FILING

EH-WRJ

#2576

June 26, 1942

E. C. Hall Co. & J. C. Compton,
U. S. National Bank Bldg.,
McMinnville, Oregon.

Gentlemen:

Confirming my telegram to you of this date, the State Highway Commission has today awarded to you the contract for 6.56 miles of grading, on the North Unit, Monmouth-Dayton County Line Junction of the Pacific Highway West, in Polk County. This award was based on your low bid of $264,935.00, submitted on June 4, 1942.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

EH

cc - E. C. Hall Company
1160 Grant St.
Eugene, Oregon

cc - S. H. Probert
C. S. Paxson

CLASS OF SERVICE DESIRED			
DOMESTIC		CABLE	
TELEGRAM	X	ORDINARY	
DAY LETTER		URGENT RATE	
SERIAL		DEFERRED	
OVERNIGHT TELEGRAM		NIGHT LETTER	
SPECIAL SERVICE		SHIP RADIOGRAM	

Patrons should check class of service desired; otherwise the message will be transmitted as a telegram or ordinary cablegram.

COPY OF WESTERN UNION TELEGRAM

SALEM OREGON JUNE 26 1942

E. C. HALL COMPANY & J. C. COMPTON
U. S. NATIONAL BANK BUILDING
McMINNVILLE OREGON

STATE HIGHWAY COMMISSION AWARDED YOU TODAY CONTRACT FOR GRADING BOSCH UNIT, MONMOUTH-BENTON COUNTY LINE SECTION OF PACIFIC HIGHWAY WEST, POLK COUNTY, BASED ON YOUR LOW BID SUBMITTED JUNE 4 1942. CONTRACT FORMS FOLLOW SHORTLY.

H B GLAISYER SECRETARY
STATE HIGHWAY COMMISSION

file

DA-WR 5 Two Trestle Bridges, Monmouth-Suver
Pacific Highway West 1942

#2587

RECEIVED
JUN 1 1943
FOR FILING

DA-WR 5

June 1, 1943

Mr. J. F. Johnston
800 Sheridan St.
Roseburg, Oregon

Dear Sir:

The State Highway Commission at its meeting on April 30, 1943, granted you the extension of time requested, from September 30, 1942, to April 10, 1943, without penalty, in connection with contract No. 3567, for construction of two pile trestle bridges on the Roseburg-Sutherlin Section of the Pacific Highway West, in Polk County.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary

M

cc - P. L. Lucas

RECEIVED
MAY 1 1943
FOR FILING

DA-WRC 5

May 7, 1943

Columbia Casualty Company
Jas. McI. Wood, West & Co., Agents
625 Failing Building
Portland, Oregon

Gentlemen:

You are hereby notified that state highway contract No. 2587 for construction of bridges on the Monmouth-Hoover Section of the Pacific Highway West, in Polk County, has been completed by the contractor, J. F. Johnston, and that final settlement in the amount of $4,832.45 will be made on or after May 17, 1943.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

This notice is served upon you since you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

For your information I wish to advise that the total contract amount is $13,334.62 and that no force account work was performed therein. This contract was completed on April 10, 1943 and was accepted by the Highway Commission on April 30, 1943.

Very truly yours,
STATE HIGHWAY COMMISSION

By

AM Secretary

NOTED
A. L. MONSON

CLASS OF SERVICE DESIRED			
DOMESTIC		CABLE	
TELEGRAM	✓	ORDINARY	
DAY LETTER		URGENT RATE	
SERIAL		DEFERRED	
NIGHT TELEGRAM		NIGHT LETTER	
SPECIAL SERVICE		SHIP RADIOGRAM	

Patrons should check class of service desired; otherwise the message will be transmitted as a telegram or ordinary cablegram.

COPY OF
WESTERN UNION TELEGRAM

SALEM OREGON NOV 2 1942

[redacted]
[redacted]
[redacted]
[redacted]

NRPA 1 226 CONTRACT FOR LEVELLING OUT FLOW AND COVER FOR ARK CREEK METHODS DA-SR-4 BIDDERS APPROXIMATELY 1267 8-FOR DOUGLAS FIR METER OR CONCRETE CRACK LENGTH APPROXIMATELY FIFTEEN 8-FOR OF WHICH IS MANUFACTURED AND READY FOR DELIVERY. SIZES RANGE FROM THREE INCHES BY TEN INCHES TO SIX INCHES BY TWELVE INCHES. PROJECT HAS A-SR-4 SERIAL NUMBER 10262 J J JOHNSON MINOR & OREGON CONTRACTOR. THE CRACKS WERE LOCATED DURING MILLARDIA CHURCH PRODUCER. LUMBER REQUIRED IMMEDIATELY COMPLETION OF CAMP ADAMS ACCESS ROAD DEPENDS ON COMPLETION OF BRIDGES ETC. CREW THAT DO OBTAIN MILLAGE FOR THIS LUMBER.

[redacted]
CHIEF ENGINEER
OREGON STATE HIGHWAY COMMISSION

Copies to
[redacted]
[redacted]
[redacted]
[redacted]
[redacted]
[redacted]

RECEIVED
FOR FILING

Lift-Kl. 5

Charge to the account of OREGON STATE HIGHWAY COMMISSION $

CLASS OF SERVICE DESIRED			
DOMESTIC		CABLE	
TELEGRAM		ORDINARY	
DAY LETTER		URGENT RATE	
SERIAL		DEFERRED	
OVERNIGHT TELEGRAM		NIGHT LETTER	
SPECIAL SERVICE		SHIP RADIOGRAM	

Patrons should check class of service desired; otherwise the message will be transmitted as a telegram or ordinary cablegram.

WESTERN UNION

1217-B

CHECK
ACCOUNTING INFORMATION
TIME FILED

A. N. WILLIAMS, PRESIDENT — NEWCOMB CARLTON, CHAIRMAN OF THE BOARD — J. C. WILLEVER, FIRST VICE-PRESIDENT

Send the following telegram, subject to the terms on back hereof, which are hereby agreed to

SALEM, OREGON
SEPTEMBER 10, 1942

RECEIVED
SEP 11 1942
FOR FILING

WANT A REPLY?
"Answer by WESTERN UNION" or similar phrases may be included without charge.

PUBLIC ROADS ADMINISTRATION
326 NEW POST OFFICE BUILDING
PORTLAND, OREGON

CONTRACT FOR LUCKIAMUTE OVERFLOW AND SOUTH FORK ASH CREEK BRIDGES, DA-WB-5, REQUIRES APPROXIMATELY 110 M-FBM DOUGLAS FIR STRUCTURAL GRADE LUMBER, APPROXIMATELY 15 M-FBM OF WHICH IS MANUFACTURED AND READY FOR DELIVERY. SIZES RANGE FROM 3 INCHES BY 10 INCHES TO 6 INCHES BY 20 INCHES. PROJECT HAS P-19-e, SERIAL NO. 13582-E. J. F. JOHNSTON, HENNING, OREGON, CONTRACTOR. NEW GRAND RONDE LUMBER COMPANY, WILLAMINA, OREGON, PRODUCER. LUMBER NEEDED IMMEDIATELY, WITH COMPLETION OF DELIVERY IN 60 DAYS. COMPLETION OF CAMP ADAIR ACCESS ROAD DEPENDS ON COMPLETION OF BRIDGES. REQUEST THAT YOU OBTAIN RELEASE ON PD-423 FOR THIS STRUCTURAL GRADE LUMBER.

R. H. BALDOCK, CHIEF ENGINEER
OREGON STATE HIGHWAY DEPARTMENT

CSP CH
CC CONFIRMATION
G. S. PAXSON
AUDITOR
FILES

RECEIVED
JUL 28 1942
FOR FILING

DA-WR5

July 27, 1942

Mr. J. F. Johnston
890 Sheridan Street
Newberg, Oregon

Dear Sirs

By express we are forwarding to you a fully executed copy of contract No. 2587 awarded to you on June 26, 1942, for the construction of Luckiamute Overflow and South Fork Ash Creek Bridges, in Polk County.

This copy is for your records and files.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

XM

NOTED
D. G. DeSart

RECEIVED
JUL 28 1942
FOR FILING

DA-WR 5

July 27, 1942

Columbia Casualty Company
Jas. Mal. Wood, West & Company
625 Failing Building
Portland, Oregon

Gentlemen:

We are sending to you today, by express, a fully executed copy of contract No. 2587 which was awarded to J. F. Johnston, Newberg, Oregon, on June 26, 1942, for the construction of Luckiamute Overflow and South Fork Ash Creek Bridges, in Polk County.

This copy is being sent to you since you appear as surety on the bond and is for your records and files.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

EM

NOTED
D. G. DeSart

RECEIVED
FOR FILING

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 10, 1942

Subject: Mr. Elkins' Property South of the Luckiamute River in Polk County

To: Mr. J. H. Devers
Chief Counsel
Office

Dear Sir:

In accordance with your recent request, I stopped to see Mr. Elkins with reference to changing the location of the overflow trestle south of the Luckiamute River. I was not able to find the older Mr. Elkins, but did see one of his sons who told me that he was entirely familiar with the matter and went over the ground with me. He wants to move the overflow trestle approximately 600 feet north from its proposed location. I do not believe that it makes any difference to us as to the exact location of this structure, and, so far as drainage is concerned, I do not believe it makes any difference to Mr. Elkins. It would, however, give him an underpass of the highway at a more advantageous point. I told Mr. Elkins that we would make the change which he requested.

I also discussed with Mr. Elkins the matter of an underpass for his combines. He requires about 16½ feet of vertical clearance. We will have only approximately 11 feet from the natural ground to the bottom of the stringers, making it necessary to dig out about 5½ feet from underneath the structure. The actual digging would not increase our costs, as we can use the material in the adjacent grade. Digging under the bridge may, however, cause cutting during times of high water, and it would appear advisable to surface the excavation with either crushed rock or with an asphalt macadam. This excavation would probably fill up during flood periods, and we should not accept any responsibility for keeping it open. If we provide this underpass, the maintenance of the roadway underneath the structure should rest with Mr. Elkins. I hesitate also to use an asphalt pavement, as he would probably destroy it in cleaning out the debris after a flood period. I believe it would be better to

use a crushed rock surfacing. I talked to Mr. Eason, and he estimates that the cost of surfacing the excavation would be approximately $350.

Very truly yours,

G. S. Paxson
Bridge Engineer

GSP CM
cc C. B. McCullough
F. D. Eason

RECEIVED
JUL 6 1942
FOR FILING
DA-WR 5

JAS. McI. WOOD, WEST & CO.

625 Failing Building
Portland, Oregon

COPY

July 6, 1942

Oregon State Highway Commission
Salem, Oregon.

Gentlemen:

Re: Contract #2588-Widen Bridges on Suver-Lewisburg Section, Pacific Highy, Polk Co.

Re: Contract #2587-Luckiamute Overflow & South Fork Ash Creek Bridges, Polk Co.
Contractor-J. F. Johnston

We are sending you by express four copies of each of the above contracts, with bonds which we have executed on behalf of J. H. Johnston, of Newberg, which we trust will be found in order.

Very truly yours,

JAS. McI. WOOD WEST & CO.
BY M. Shearer
(signed)

MS.
E

RECEIVED
JUL 1 1942
FOR FILING

DR-NP 5

C
O
P
Y

June 30th, 1942

Mr. J. F. Johnston
800 Sheridan Street
Newberg, Oregon

Dear Sir:

We are sending you today, by express, four copies of each of contract No. 2588, which was awarded to you on the 26th day of June, 1942, by the State Highway Commission covering widening of bridges on Suver-Lewisburg Section of the Pacific Highway West in Polk County, and contract No. 2587, which was awarded to you on the 26th day of June, 1942, by the State Highway Commission covering construction of Luckiamute Overflow and South Fork Ash Creek Bridges on the Monmouth-Lewisburg Section of the Pacific Highway West in Polk County.

Will you kindly execute all four copies of each of these contracts as to agreement and bond and return them to this office for approval by the State Highway Commission. When this has beendone a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the paragraph under Section 7, page 15, of the printed General Provisions, relating to the Workmen's Compensation Act. You are expected to accept the terms of this Act and to carry on your work under this contract in strict conformance thereto.

Your attention is also called to the paragraph on the same page relating to the payment by the contractor of amounts due hospital association, etc.

Very truly yours,
OREGON STATE HIGHWAY COMMISSION

By

Secretary

bh

RECEIVED
OCT 1 1942
FOR FILING

DA-IV K 5

June 26, 1942

Mr. J. F. Johnston
800 Sheridan Street
Roseburg, Oregon

Dear Sir:

Confirming my telegram to you of this date, the State Highway Commission has today awarded to you the contract for construction of two pile trestle bridges on the Monmouth-Dover Section of the Pacific Highway West, in Polk County. This award was based on your low bid of $14,051.00 submitted on June 4, 1942.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

RS

cc - S. H. Probert
O. S. Paxson

TELEGRAM		ORDINARY	
DAY LETTER		URGENT RATE	
SERIAL		DEFERRED	
OVERNIGHT TELEGRAM		NIGHT LETTER	
SPECIAL SERVICE		SHIP RADIOGRAM	

Patrons should check class of service desired; otherwise the message will be transmitted as a telegram or ordinary cablegram.

COPY OF WESTERN UNION TELEGRAM

SALEM OREGON JUNE 26 1942

J. F. JOHNSTON
800 SHERIDAN STREET
MEDFORD OREGON

STATE HIGHWAY COMMISSION AWARDED YOU TODAY CONTRACTS FOR CONSTRUCTION OF TWO PILE TRESTLE BRIDGES ON ROSEBURG-RIVER SECTION OF PACIFIC HIGHWAY WEST, POLK COUNTY, AND FOR REMOVING THREE BRIDGES ON SILVER-LAKEVIEW SECTION OF PACIFIC HIGHWAY WEST, POLK COUNTY, BASED ON YOUR LOW BIDS SUBMITTED JUNE 4, 1942. CONTRACT FORMS FOLLOW SHORTLY.

R B SLAUGHTER, SECRETARY
STATE HIGHWAY COMMISSION

File

DA-WR 5 Widen 3 Bridges, Suver-Lewisburg Sec.
Pacific Highway West 1942

#2588

RECEIVED
MAR 1 1 1943
FOR FILING

11A-WR-5

March 10, 1943

Mr. J. P. Livingston
600 Sheridan Street
Roseburg, Oregon

Dear Sir:

The State Highway Commission, at its meeting on February 16, 1943, granted you the extension of time requested, from August 15 to December 22, 1942, without penalty, in connection with contract No. 2988 for widening of bridges on the Riverbottom Section of the Pacific Highway East, in Polk County.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

HH - F. E. Bern

RECEIVED
JAN 12 1943
FOR FILING

JA-WR 5

January 12, 1943

Columbia Casualty Company
Jas. Mel Wood, West & Co.
625 Failing Building
Portland, Oregon

Gentlemen:

You are hereby notified that state highway contract No. 2586, for widening bridges on the Suver-Lewisburg Section of the Pacific Highway West, in Polk County, has been completed by the contractor, J. F. Johnston, and that final settlement in the amount of $2,455.73, will be made on or after January 22, 1943.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

This notice is served upon you since you appear as surety on the bond furnished by the above-mentioned contractor. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total contract amount is $29,655.23 and that no force account work was performed therein.

This contract was completed on December 22, 1942, but has not as yet been formally accepted by the State Highway Commission.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

AM

RECEIVED
SEP 21 1942
FOR FILING

42-WRS

September 21, 1942

Shell Oil Company
1220 S. W. Morrison
Portland, Oregon

Attention: Frank J. Warner

Gentlemen:

In reply to your inquiry of September 18, 1942, we advise that J. F. Johnston's contract, No. 2588, is approximately 22 per cent complete, and that Mr. Johnston has been paid the sum of $4,122.50.

Very truly yours,

Secretary

AH

RECEIVED
JUL 28 1942
FOR FILING

FA-WR 5

July 28, 1942

Mr. J. F. Johnston
300 Sheridan Street
Newberg, Oregon

Dear Sir:

By express we are forwarding to you a fully executed copy of contract No. 2526 awarded to you on June 26, 1942, for the widening of bridges on the Salem-Lewisburg Section of the Pacific Highway West, in Polk County.

This copy is for your records and files.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

NOTED
D.G. DeSart

RECEIVED
JUL 28 1942
FOR FILING

DA-WR 5

July 28, 1942

Columbia Casualty Company
Jas. McI. Wood, West & Company
625 Failing Building
Portland, Oregon

Gentlemen:

We are sending to you today, by express, a fully executed copy of contract No. 2588 which was awarded to J. F. Johnston on June 26, 1942, for the widening of bridges on the Suver-Lewisburg Section of the Pacific Highway West, in Polk County.

This copy is being sent to you since you appear as surety on the bond and is for your records and files.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

MH

NOTED
D. G. DeSart

— REPRESENTING —

COLUMBIA CASUALTY COMPANY

RECEIVED
JUL 8 1942
FOR FILING

x'd - WR 5

JAS. McI. WOOD, WEST & CO.
625 Failing Building
PORTLAND, OREGON

July 6th 1942.

Oregon State Highway Commission,
Salem, Oregon.

Gentlemen:

Re: Contract #2588-Widen Bridges on Suver-Lewisburg Section, Pacific Highy, Polk Co.
Re: Contract #2587-Luckiamute Overflow & South Fork Ash Creek Bridges, Polk Co.
Contractor-J. F. Johnston

We are sending you by express four copies of each of the above contracts, with bonds which we have executed on behalf of J. F. Johnston, of Newberg, which we trust will be found in order.

Very truly yours,

JAS. McI. WOOD WEST & CO.
BY M Skeanet

MS.
E

RECEIVED
JUL 7 - 1942
STATE HIGHWAY COMMISSION

Received 7-7-42
A.G.D.

CAPITAL STOCK COMPANY INSURANCE
Standard protection

RECEIVED
JUL 1 1942
FOR FILING

DA-W1-2

June 30th, 1942

Mr. J. F. Johnston
830 Sheridan Street
Roseburg, Oregon

Dear Sir:

We are sending you today, by express, four copies of each of contract No. 2508, which was awarded to you on the 30th day of June, 1942, by the State Highway Commission covering widening of bridges on Sutherlin-Roseburg Section of the Pacific Highway West in Polk County, and contract No. 2507, which was awarded to you on the 30th day of June, 1942, by the State Highway Commission covering construction of Rabbit Creek Overflow and South Fork Ash Creek Bridges on the Sutherlin-Roseburg Section of the Pacific Highway West in Polk County.

Will you kindly execute all four copies of each of these contracts as to agreement and bond and return them to this office for approval by the State Highway Commission. When this has been done a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the paragraph under Section 7, page 16, of the printed General Provisions, relating to the Workmen's Compensation Act. You are expected to accept the terms of this Act and to carry on your work under this contract in strict conformance therewith.

Your attention is also called to the paragraph on the same page relating to the payment by the contractor of amounts due hospital associations, etc.

Very truly yours,
OREGON STATE HIGHWAY COMMISSION

By

Secretary

bh

NOTED
D. G. DeSart

RECEIVED
OCT 1 1942
FOR FILING

LD - W/C 3

2586

June 26, 1942

Mr. J. F. Johnston
800 Sheridan Street
Newberg, Oregon

Dear Sir:

Confirming my telegram to you of this date, the State Highway Commission has today awarded to you the contract for widening of three bridges on the Sover-Lewisburg Section of the Pacific Highway West, in Polk County. This award was based on your low bid of $22,140.00, submitted on June 4, 1942.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

MS

cc - S. H. Probert
C. S. Paxson

CLASS OF SERVICE DESIRED			
DOMESTIC		CABLE	
TELEGRAM		ORDINARY	
DAY LETTER		URGENT RATE	
SERIAL		DEFERRED	
OVERNIGHT TELEGRAM		NIGHT LETTER	
SPECIAL SERVICE		SHIP RADIOGRAM	

Patrons should check class of service desired; otherwise the message will be transmitted as a telegram or ordinary cablegram.

COPY OF WESTERN UNION TELEGRAM

SALEM OREGON JUNE 26 1942

J. F. JOHNSTON
809 SHERIDAN STREET
MEDFORD OREGON

STATE HIGHWAY COMMISSION AWARDED YOU TODAY CONTRACTS FOR CONSTRUCTION OF TWO PILE TRESTLE BRIDGES ON MONMOUTH-SUVER SECTION OF PACIFIC HIGHWAY WEST, POLK COUNTY, AND FOR WIDENING THREE BRIDGES ON SUVER-LEWISBURG SECTION OF PACIFIC HIGHWAY WEST, POLK COUNTY, BASED ON YOUR LOW BIDS SUBMITTED JUNE 4, 1942. CONTRACT FORMS FOLLOW SHORTLY.

R B GLAISYER, SECRETARY
STATE HIGHWAY COMMISSION

Jule

DA-WR 5 Helmick Park U'Xing, Monmouth- 1942
Suver Sec., Pacific Hwy. West

#2589

RECEIVED
OCT 21 1943
FOR FILING

4-MR 5

October 20, 1943

Great American Indemnity Company
Harvey Wells-Fred G. Reed, Agents
412 Failing Building
Portland (4), Oregon

Gentlemen:

In reply to your inquiry of October 19, as to the acceptance dates on two contracts, the following information is offered:

Averill & Corbin, Contract #2585, for the Molalla Undercrossing, on the Pacific Highway West, in Polk County, was accepted by the Highway Commission on June 16, 1943.

Averill & Corbin, Contract #2585, for the Luckiamute River Bridge, on the Pacific Highway West, in Polk County, was accepted by the Highway Commission on April 7, 1943.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

RS

Great American Indemnity Company New York

Harvey Wells - Fred C. Reed • General Agents

412 FAILING BUILDING - ATwater 7366 - PORTLAND, OREGON

(4)

October 19, 1943

H. B. Glaisyer, Secretary
Oregon State Highway Commission
Salem, Oregon

Re: Averill & Corbin - Contract #2589 - Helmick Undercrossing, Pacific Hgwy. West in Polk County
Contract #2585 - Luckiamute River Bridge on Pacific Hgwy. West in Polk County.

Dear Sir:

Our records indicate that both of the above projects have been completed, but we do not have any record of the acceptance dates.

Will you kindly advise us if these projects have been accepted and the dates thereof so that we may terminate out files.

Very truly yours,

GREAT AMERICAN INDEMNITY COMPANY

By Fred C. Reed.

Attorney-in-Fact

FCR
vp

RECEIVED
OCT 20 1943
STATE HIGHWAY COMMISSION

FILED
EH-NR-5

May 27, 1943

Great American Indemnity Co.
Harvey Wells-Reed Insurance Agency
Failing Building
Portland, Oregon

Gentlemen:

You are hereby notified that state highway contract No. 2589 for construction of the Helmick Undercrossing on the Pacific Highway West, in Polk County, has been completed by the contractor, Averill & Corbin, and that final settlement in the amount of $237.32 will be made on or after June 7, 1943.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

This notice is served upon you since you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total contract amount is $9,527.39, and that no force account work was performed therein. This contract was completed on May 14, 1943, but has not as yet been accepted by formal action of the State Highway Commission.

Very truly yours,
STATE HIGHWAY COMMISSION

By

AM Secretary

NOTED
A. L. MONSON

DH-WR 5

May 4, 1943

Averill & Corbin
Route 10
Portland, Oregon

Gentlemen:

The State Highway Commission, at its meeting on April 7, 1943, granted you the extension of time requested, from September 30, 1942, to May 31, 1943, without penalty, in connection with contract No. 2589, for construction of the Helmick Undercrossing on the Monmouth-Suver Section of the Pacific Highway West, in Polk County.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

MS

cc - F. D. Eason

RECEIVED
APR 13 1943
FOR FILING

DH-WR 5

April 5, 1943

Great American Indemnity Co.
Harvey Wells-Reed Insurance Agency
Failing Building
Portland, Oregon

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to Averill & Corbin on contract No. 2589, covering construction of the Helmick Under-crossing Section of the Pacific Highway West, in Polk County. This payment, in the amount of $1,673.61, will be made on or after April 15, 1943. The retained percentage is $287.32.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues, or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

Kindly acknowledge receipt of this letter.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

MS

NOTED
A. L. MONSON

RECEIVED
NOV 17 1942
FOR FILING

DA-WR 5

November 13, 1942

Mr. W. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland, Oregon

Dear Sir:

We are enclosing herewith three copies of agreement with the Valley and Siletz Railway Company covering construction and maintenance of the Helsick Undercrossing, Project No. DA-WR 5 (1).

Very truly yours,

R. H. BALDOCK
Chief Engineer

By

E. H. Probert
Office Engineer

Dict. by J. W. Nash/ER

Encl.

IA-IVC-5

CLASS OF SERVICE DESIRED			
DOMESTIC		CABLE	
TELEGRAM		ORDINARY	
DAY LETTER		URGENT RATE	
SERIAL		DEFERRED	
OVERNIGHT TELEGRAM		NIGHT LETTER	
SPECIAL SERVICE		SHIP RADIOGRAM	

Persons should check class of service desired; otherwise the message will be transmitted as a telegram or ordinary cablegram.

OREGON STATE HIGHWAY COMMISSION

COPY OF WESTERN UNION TELEGRAM

SALEM, OREGON
OCTOBER 28, 1942

MR. GEORGE W. CARPENTER
WAR PRODUCTION BOARD
ROOM 301, 433 THIRD STREET, N. W.
WASHINGTON, D.C.

REF: L 218, CONTRACT FOR HELMICK UNDERCROSSING, CAMP ADAIR ACCESS ROAD PROJECT OREGON DA-WE-5, REQUIRES APPROXIMATELY 16 M-FBM OF TREATED DOUGLAS FIR STRUCTURAL GRADE LUMBER. SIZES RANGE FROM THREE INCHES BY TEN INCHES TO EIGHT INCHES BY TWENTY-TWO INCHES. PROJECT HAS PREFERENCE RATING ORDER P-19-e, SERIAL NO. 19568-E, AVERILL AND CORBIN, ROUTE 10, PORTLAND, OREGON, CONTRACTORS. WAUNA LUMBER COMPANY, WAUNA, OREGON, PRODUCER. PD 423 AUTHORIZED PRODUCER TO SUPPLY THIS LUMBER BEFORE L 218 BECAME EFFECTIVE, BUT LUMBER WILL NOT BE AVAILABLE BEFORE OCTOBER TWENTY-NINTH. WE REQUEST THAT YOU AUTHORIZE THE PRODUCER TO SUPPLY THIS LUMBER WHICH IS URGENTLY NEEDED TO FINISH THIS PROJECT.

R. H. BALDOCK, CHIEF ENGINEER
OREGON STATE HIGHWAY COMMISSION

CHF DE
CONFIRMATION
FILES
AUDITOR
R. H. GLYNN
PAUL STEVENS (2)

RECEIVED
FOR FILING

Charge to the account of OREGON STATE HIGHWAY COMMISSION $

CLASS OF SERVICE DESIRED			
DOMESTIC		CABLE	
TELEGRAM		ORDINARY	
DAY LETTER		URGENT RATE	
SERIAL		DEFERRED	
OVERNIGHT TELEGRAM		NIGHT LETTER	
SPECIAL SERVICE		SHIP RADIOGRAM	

Patrons should check class of service desired; otherwise the message will be transmitted as a telegram or ordinary cablegram.

WESTERN UNION

1217-B

A. N. WILLIAMS, PRESIDENT
NEWCOMB CARLTON, CHAIRMAN OF THE BOARD
J. C. WILLEVER, FIRST VICE-PRESIDENT

CHECK
ACCOUNTING INFORMATION
TIME FILED

Send the following telegram, subject to the terms on back hereof, which are hereby agreed to

SALEM, OREGON
SEPTEMBER 6, 1942

WANT A REPLY?
"Answer by WESTERN UNION" or similar phrases may be included without charge.

PUBLIC ROADS ADMINISTRATION
316 NEW POST OFFICE BUILDING
PORTLAND, OREGON

CONTRACT FOR HELMICK UNDERCROSSING, DA-ME 5, REQUIRES APPROXIMATELY 16 M-FBM OF TREATED DOUGLAS FIR STRUCTURAL GRADE LUMBER. REQUEST THAT YOU OBTAIN RELEASE ON PD-423. SIZES RANGE FROM 3 INCHES BY 10 INCHES TO 8 INCHES BY 22 INCHES. PROJECT HAS F-19-C, SERIAL NO. 13582-E. AVERILL AND COBBUM, ROUTE 10, PORTLAND, CONTRACTORS. WAUNA LUMBER COMPANY, WAUNA, OREGON, PRODUCER. THIS IS TREATED LUMBER, PART OF WHICH HAS BEEN FABRICATED AND TREATED AND IS IN PRODUCER'S YARD. LUMBER NEEDED IMMEDIATELY, WITH COMPLETION OF DELIVERY IN 30 DAYS. BRIDGE IS PART OF ACCESS TO CAMP ADAIR.

R. H. BALDOCK, CHIEF ENGINEER
OREGON STATE HIGHWAY DEPARTMENT

OSP
CC CONFIRMATION
C. S. PAXSON
AUDITOR
FILES

RECEIVED
JUL 30 1942
FOR FILING

LP-WRC

July 29, 1942

Averill and Corbin
Route No. 10
Portland, Oregon

Gentlemen:

By express we are forwarding to you a fully executed copy of contract No. 2589 awarded to you on June 26, 1942, for the construction of the Helmick Undercrossing, in Polk County.

You will note on Page 141 under "Contract Agreement" that we have added a little more information in describing the party of the second part. This was done at the suggestion of our Legal Department. The party of the second part now reads as follows:

"Averill and Corbin, a limited partnership, doing business at Route 10, Portland, Oregon, consisting of Archie R. Averill, Route 10, Portland, Oregon, Virgil Corbin, Crockett, California, and V. L. Corbin, Marshall, Minnesota."

This copy is for your records and files.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

MM

NOTED
D G. DeSart

RECEIVED
JUL 30 1942
FOR FILING

LP-1115

July 29, 1942

Great American Indemnity Company
Harvey Gelin-Reed Insurance Agency
Failing Building
Portland, Oregon

Gentlemen:

We are sending to you today, by express, a fully executed copy of contract No. 2589 which was awarded to Averill and Corbin on June 26, 1942, for construction of the Helmick Undercrossing on the Pacific Highway West, in Polk County.

You will note on Page 141 under "Contract Agreement" that we have added a little more information in describing the party of the second part. This was done at the suggestion of our Legal Department. The party of the second part now reads as follows:

"Averill and Corbin, a limited partnership, doing business at Route 10, Portland, Oregon, and consisting of Archie R. Averill, Route 10, Portland, Oregon, Virgil Corbin, Crockett, California, and V. L. Corbin, Marcell Minnesota".

This copy is being sent to you since you appear as surety on the bond and is for your records and files.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

EM

NOTED
D G. DeSart

RECEIVED
JUL 1 1942
FOR FILING

June 30th, 1942

Averill & Coffin
Route 10
Portland, Oregon

Gentlemen:

We are sending you today, by express, four copies each of contract No. 2565, which was awarded to you on the 30th day of June by the State Highway Commission covering construction of Luckiamute River Bridge on the Monmouth-Lewisburg Section of the Pacific Highway West in Polk County, and contract No. 2566, which was awarded to you on the 30th day of June by the State Highway Commission covering construction of Helmick Undercrossing on the Monmouth-Lewisburg Section of the Pacific Highway West in Polk County.

Will you kindly execute all four copies of each of these contracts as to agreement and bond and return them to this office for approval by the State Highway Commission. When this has been done a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on you bond.

Your special attention is called to the paragraph under Section 7 page 15 of the printed General Provisions, relating to the Workmen's Compensation Act. You are expected to accept the terms of this Act and to carry on your work under this contract in a strict conformance therewith.

Your attention is also called to the paragraph on the same page relating to the payment by the contractor of amounts due hospital associations, etc.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

NOTED
D. G. DeSart

RECEIVED
OCT 1 1942
FOR FILING

AGENDA
JUL 23 1942
4-F

DA-MK 5

2574

June 26, 1942

Averill & Corbin
Route 10
Portland, Oregon

Gentlemen:

Confirming my telegram to you of this date, the State Highway Commission has today awarded to you the contract for construction of the undercrossing near Helmick Park on the Monmouth-Dever Section of the Pacific Highway West, in Polk County. This award was based on your low bid of $9,642.00, submitted on June 4, 1942.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

MB

cc - S. H. Probert
G. S. Paxson

Sex emphasized

CLASS OF SERVICE DESIRED			
DOMESTIC		CABLE	
TELEGRAM		ORDINARY	
DAY LETTER		URGENT	
SERIAL		DEFERRED	
OVERNIGHT TELEGRAM		NIGHT LETTER	
SPECIAL SERVICE		SHIP RADIOGRAM	

Patrons should check class of service desired; otherwise the message will be transmitted as a telegram or ordinary character.

COPY OF WESTERN UNION TELEGRAM

AVERILL & SCHRIK
ROUTE 10
PORTLAND OREGON

SALEM OREGON JUNE 26 1942

STATE HIGHWAY COMMISSION AWARDED YOU TODAY CONTRACT FOR CONSTRUCTION OF UNDERCROSSING NEAR HELMICK PARK ON MONMOUTH-SUVER SECTION OF PACIFIC HIGHWAY WEST, POLK COUNTY, BASED ON YOUR LOW BID SUBMITTED JUNE 4 1942. CONTRACT FORMS FOLLOW SHORTLY

H B GLAISYER, SECRETARY
STATE HIGHWAY COMMISSION

file

RECEIVED
JUN 25 1942
FOR FILING

EA-WR 5

SALEM
June 24, 1942

Mr. J. M. Devers
Attorney

Attention: J. W. DeSousa

I am returning to you herewith four copies of the agreement between the State Highway Commission and the Valley and Siletz Railroad Company with reference to the construction of the Helmick Undercrossing on the Pacific Highway West, in Polk County. You will note that they are fully executed.

Will you kindly return the original of this agreement to me for the Commission's records and files.

HEG:AM

Secretary

OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JUN 23 1942
FOR FILING

LA-WR 1-

June 22, 1942

NOTED
State Highway Engineer

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: Mr. O. S. Paxson

Re: Oregon DA-WR-5, Helmick Undercrossing

Dear Sir:

We are in receipt of your letter of June 19 in which you suggest a change in the number of stringers over the center span of the Helmick Undercrossing from six to eight, using a unit stress of 2,100 lbs. per square inch. While this unit stress is frequently used for falsework, we do not feel that we can concur in the use of this high stress for a structure that is to be used possibly over a period of several years rather than a few months such as is involved in falsework.

It is recommended that the stringers be made the same depth as the approach stringers since availability of the 22" depth is not questioned. By using eight stringer 8"x22" depth, there would be a very slight overstress involved above 1,600 lbs. per square inch.

It is suggested that before award an agreement be reached with the low bidder covering the change in size of stringers.

Very truly yours,

W. H. LEECH
District Engineer

By:

L. J. Canfield
Sr. Highway Engineer

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN
PORTLAND
HURON W. CLOUGH, MEMBER
CANYONVILLE
HERMAN OLIVER, MEMBER
JOHN DAY

RECEIVED
JUN 2 1942
FOR FILING

Const
Project
Grade Crossing

DA-WM 5

OREGON
STATE HIGHWAY COMMISSION

SALEM

R. H. BALDOCK, CHIEF ENGINEER
C. S. McCULLOUGH, ASS'T CHIEF ENGINEER
J. M. DEVERS, CHIEF COUNSEL
H. B. GLAISYER, SECRETARY

June 1, 1942

IN REPLY PLEASE
REFER TO FILE NO.

Valley and Siletz Railroad Company
411 Terminal Sales Building
Portland, Oregon

Attention: Mr. C. L. Starr

Gentlemen:

Herewith we hand you for execution by Valley and Siletz Railroad Company four copies of proposed agreement with reference to undercrossing of the tracks of Valley and Siletz Railroad Company near Helmick Park.

If approved by you, it is requested that all four copies be properly executed and returned. After execution by the State Highway Commission a fully executed copy will be forwarded to you for your records.

The Commission will meet at the Public Service Building in Portland on Thursday, June 4, and if execution of the agreements can be completed by that date it is requested that the executed copies be left for the writer at the Congress Hotel so that they may be presented to the Commission at the June fourth meeting.

Yours very truly,

J. M. DEVERS

By

J. W. DeSOUZA
Assistant Attorney

Enclosures
JWD:AW
cc Mr. G. S. Paxson

SN-FAP 308-A-1 Goshen-Pleasant Hill 1942
Sec., Willamette Hwy.

#2590

RECEIVED
APR 18 1950
FOR FILING

308-A-1
2590

April 18, 1950

Mr. John H. Kelley
Attorney at Law
Ewen Building
Portland 4, Oregon

Dear Mr. Kelley:

Responding to your request of the 12th, I enclose a certified copy of State Highway Contract No. 2590, awarded by the State Highway Commission to C. J. Hiden, for grading, surfacing and bituminous macadam construction on the Goshen-Pleasant Hill Section of the Willamette Highway, Lane County.

You will note that the specifications, contract agreement and form of bond are all enclosed in this booklet.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

FEB:ts
Enc.

JOHN H. KELLEY
ATTORNEY AND COUNSELOR AT LAW
YEON BUILDING
PORTLAND, OREGON
④

April 12, 1950.

Oregon State Highway Commission,
Salem, Oregon.

Attention Mr. Glaisyer:

Gentlemen:

I would appreciate it if you would forward to me a copy of the Commission's - Specifications and Contract Agreement for State Highway Construction, issued under date of September 15, 1940, together with a copy of Contract Agreement and Bond to accompany contract.

My reason for requesting this is that I have made demand upon the Internal Revenue Department of the United States for refund of transportation tax paid by a client, and the Revenue Department has requested a copy of the complete contract under which the work was done for the State of Oregon.

If you happen to have an extra copy of the entire contract between the Commission and C. J. Eldon for the improvement of the Goshen-Pleasant Hill, Willamette Highway, Lane County, I believe your Contract No. 2590, I would appreciate it, otherwise the Specifications and Contract Agreement and bond.

REFERRED TO
BY SECRETARY

Yours very truly,

JHK:Y

JOHN H. KELLEY.

ANSWERED
H. B. GLAISYER

RECEIVED
MAY 13 1947
FOR FILING

SN-308-A(1)

Division 8

January 31, 1947

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to the documents supporting the State of Oregon's claim for reimbursement for right-of-way obtained for Oregon Project No. SN-308-A(1), Goshen - Pleasant Hill Section of the Willamette Highway.

Further information regarding the acquisition of Tract No. 8983 has been requested. While the disposition of the unused portion of the tract appears to have been satisfactorily handled, there is no explanation as to why the entire property was acquired in the first place. If the State had no need for the entire property it would appear that the proper procedure would have been to acquire only that portion required for the project. If such acquisition damaged the remainder it might have been necessary to pay severance damages. If the owner was unwilling to move the buildings, the purchase of the entire property and the resale of the remainder after moving the improvements probably resulted in a saving in right-of-way cost, but a full explanation should be made.

In connection with Tract No. 8998, it is noted that the owner was paid the sum of $4,425.00 of which $2,775.00 was the agreed cost which the owners would have sustained had they moved but the owners covenanted that should additional right-of-way be acquired in the future the buildings would be moved without cost to the State. We are advised that Federal participation will, therefore, be limited to $1,650.00 plus the $367.50 paid for the release of the obligation to maintain detour and construct guard fence and the waiver of damages by the former owner required. It occurs to us that you may be able to establish the eligibility of this item

RECEIVED

Mr. R. H. Baldock January 31, 1947

if it is possible to show that the buildings are left so close to the right-of-way line that the owner would appear to be justified in insisting on having them moved and that the estimated cost of such moving is used as a measure of damages due to proximity rather than being for a speculative future expenditure. A statement discussing this transaction in detail should be submitted.

The supporting data for Tract No. 900½ shows "Paid A. C. Bambeck $100.00 for submitting low bid for moving buildings, but he was not given contract." Apparently it was decided that the property owner should do the moving after bids were received from contractors but no explanation is furnished as to why it was necessary to make payment to the low bidder. We should be advised concerning this, or the $100.00 will be disallowed.

It is noted that in a number of instances damages have been allowed to land severed on a flat percentage basis and no explanation is furnished as to how this damage was determined. Items of this nature should be explained fully in the future in order that it may be clear that they do not involve excessive and unwarranted claims.

Very truly yours,

T. H. DAVIS
District Engineer

RECEIVED
JAN 1 1947
FOR FILING

308-A-1

October 8, 1946

Mr. C. J. Klein
P. O. Box 5686
Kenton Station
Portland, Oregon

Dear Sir:

I refer to your letter of September 3rd returning the final estimate voucher for the Goshen-Pleasant Hill Project (Contract No. 2390), which was tendered to you with our letter of August 30th.

The fact, if it is a fact, that you have not been accorded an opportunity to present your views with respect to our final estimate for this project is due to your not having requested such opportunity. We have been ready and willing at all times to discuss with you any matters relating to the project and had supposed that you would ask for an audience if and when you desired one.

To bring the matter to a conclusion, we would like to make an appointment with you for 10:00 A. M., Thursday, October 31st, at my office in Salem. If this does not suit your convenience, please advise as to your wishes.

Very truly yours,

R. H. Baldock
State Highway Engineer

SHP:GS
cc to M. G. Smith

C. J. ELDON
CONTRACTOR

P. O. BOX 5686, KENTON STATION
Portland, Oregon

September 3, 1946.

R. H. Baldock,
Oregon State Highway Engineer,
Salem, Oregon.

Subject: Final Estimate
Contract No. 2590

Dear Sir:

Acknowledgemnt is madd of your letter dated August 30, 1946.

The estimate for the Goshen-Pleasant Hill project (Contract No. 2590) is returned.

I have signed the estimate and the 'Clearance Certificate" "Under Protest". I refer to 'Letter of Exceptions' dated April 16,1945, which you have on file.

I have not been accorded an opportunity to present my views in any other way in this matter.

Very truly yours.

C. J. ELDON.

Enc.

Files

RECEIVED
DEC 18 1946
FOR FILING

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

December 11, 1946

308-A-1

SUBJECT: Request for release of warrants on final estimates.

To: Mr. H. B. Glaisyer
O-f-f-i-c-e

	Vou. #	Cont. #	Est. #	Name	Am't.	Wt. #	Note
1.	17078	2590-	23 Final	C. J. Eldon	13,197.28	299591	
2.							
3.							
4.							
5.							
6.							
7.							
8.							
9.							
10.							
11.							
12.							

Mr. Glaisyer:

This contract was accepted in Dec. of 1944.

ACCOUNTING DIVISION

By _____
Bookkeeping Dept.

IN CARD

12-11-46, gl

Approved _____
Secretary

RECEIVED
SEP 26 1946
FOR FILING

COMMISSIONERS
T. H. BANFIELD, CHAIRMAN
PORTLAND
ARTHUR W. SCHAUPP, MEMBER
KLAMATH FALLS
MERLE R. CHESSMAN, MEMBER
ASTORIA

OREGON
STATE HIGHWAY COMMISSION
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
C. B. McCULLOUGH
ASST. STATE HIGHWAY ENGINEER
J. M. DEVERS
CHIEF COUNSEL
H. B. GLAISYER
SECRETARY

SN-308-A-1

August 15, 1946

R 8983
8991
9004

Public Roads Administration
Post Office Building
Portland 8, Oregon

Attention: Mr. T. M. Davis

Gentlemen:

Receipt is acknowledged of your letter of the twelfth addressed to Mr. Baldock with reference to Oregon Project No. SN-308-A(1), Goshen-Pleasant Hill Section of the Willamette Highway.

On file 8983 the action was taken on February 19, 1942. Bids were received for the sale of the buildings and a one-acre tract on October 1, 1942, and the best offer received was $2050.00, which was rejected. Subsequent to that time the buildings were being left vacant and deteriorating, the war situation was getting more serious, and gasoline rationing either was in effect or was imminent, all of which tended to lessen the sale value of the property. In February of 1943 a cash offer of $3500.00 was received, and in view of the then attendant circumstances it was considered desirable to accept the offer rather than to hold the property further. As a part of the total tract of three acres which the Commission purchased the buildings possessed a greater value than when considered as a part of a one-acre tract for the reason that the single one-acre tract was overbuilt. The original three-acre tract could have been considered as suburban property affording some substantial income while, unless devoted to a special and particular intensive use, the one-acre tract should be considered as primarily residential property.

On file 8991 the house was located on higher ground which was well-drained, and it was necessary to move it to a location lower in elevation where the conditions were not as favorable. It was felt by every one who examined the property that there was a real substantial damage to the sale value of the balance left, and an allowance of $500.00 for this item was felt to be justified.

On file 9004 the call for bids on the moving included the following items:

"Move house (32' x 34') back 30 or 34 feet, as grantor should elect; full concrete basement with 6" walls and 4" floor with 8-foot ceiling, 4" tile around basement on outside. Two inches of gravel under concrete floor of basement. Excavation to be 32x34x6. Water proof cement to be used in construction of basement.

FEB 5 1947
RECEIVED
FORT PEYTON
J. H. BARNETT, CHAIRMAN
COMMISSIONERS
ARTHUR W. SCHULTZ, MEMBER
FORT LAUD
CHARLES R. CHEESMAN, MEMBER

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY

"Concrete porches to be constructed both in front and rear, steps to be 5 feet long and 1 foot wide.

"Concrete stairway to basement from outside to be replaced.

"New metal septic tank, 6 person capacity.

"Electric and water facilities to be reconnected, also all sanitary facilities. Present well to be utilized.

"Garage to be moved back 34 feet and reset in same relative position to house as now is, foundation concrete as now, also concrete floor 4 inches thick, to be 4 inches above level of ground. Foundation 18' x 18',

"Concrete walls on old basement to be removed to a depth of 3 feet. The hole of old basement to be filled and leveled to the same level as balance of yard with at least 12 inches of top soil on top.

"Planting of lawn not required."

The cost of moving the chicken house would have been more than the allowance of $60.00 made for wrecking it, and this item was considered an advantageous settlement. The same is true as to the barn, and it was considered better to pay the owners the sum of $100.00 toward their own moving or wrecking of the structure instead of including the moving in the call for moving bids.

Yours very truly,

J. M. DEVERS

By

J. W. DeSOUZA
Assistant Counsel

JWD:AW
cc Mr. J. W. Nash

POST OFFICE BUILDING
PORTLAND 8, OREGON

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY
~~DISTRICT ONE~~
Division 8

August 12, 1946.

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

RECEIVED
AUG 15 1946
LEGAL DEPT

Dear Sir:

In our review of the right-of-way documents submitted for Oregon Project No. SN-308-A(1), Goshen - Pleasant Hill Section of the Willamette Highway, we note that in the case of R/W File No. 8983, $4,750 was paid for the buildings which it was estimated could be moved and then resold for $4,000 to $4,250. However, they were finally sold with one acre of land for $3500. If the value of the land was $250 as indicated on the final report, then only $3,250 was received for the buildings. As this is a rather large difference, will you please advise why such a large amount was allowed to the original owner when the buildings were purchased, if they could be sold for only $3,250?

In view of the many allowances listed in detail, the allowance of $500 made for general damage on R/W No. 8991 is a rather large item to be passed without some explanation. Will you please advise regarding the nature of the damages it is intended to cover.

On R/W No. 9004 allowances are made for "wreck chicken house," "toward moving of barn" and "low bid for moving buildings". Will you please furnish information as to the number and types of structures, and the nature of the work and other considerations involved in these allowances in order that it may be clear that no overlapping or duplicate allowances have been made.

As the dates of conveyance of the following parcels preceded program approval, they are ineligible for Federal participation:

R/W Nos.	R/W Nos.
8984	8920
8986	8921
8987	8922

Jm

R/W Nos.	R/W Nos.
8990.	8995
8993.	8996
8994.	8997
8918	9000.
8919	9002.
	10104.

Very truly yours,

REFERRED TO Mr Nash with copy of reply.
FOR
T W [illegible]

T. M. DAVIS
District Engineer.

By H A Stoddart
H. A. Stoddart
Sr. Highway Engineer.

RECEIVED
AUG 13 1946
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JUL 10 1946
FOR FILING

SN-FAP 308-A-1

July 1, 1946

Mr. T. H. Davis
District Engineer
Public Roads Administration
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

We are sending, under separate cover, four copies of option, final report and certificate for each of the parcels of land acquired for right of way purposes on the Goshen-Pleasant Hill Section, Project No. SN-FAP 308-A (1).

Four copies of right of way maps showing location of the parcels are likewise being submitted.

Very truly yours,

R. H. Baldock
State Highway Engineer

JHM:GS

RECEIVED
JUL 1 3 1946
FOR FILING

SN-FMP 308-A(1)

July 1, 1946

Mr. T. M. Davis
District Engineer
Public Roads Administration
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

We are sending, under separate cover, four copies of option, final report and certificate for each of the parcels of land acquired for right of way purposes on the Goshen-Pleasant Hill Section, Project No. ~~SN-FAP~~ 308-A (1).

Four copies of right of way maps showing location of the parcels are likewise being submitted.

Very truly yours,

R. H. Baldock
State Highway Engineer

JWM:GS

308-A-1

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

RECEIVED
APR 2 1945
FOR FILING

POST OFFICE BUILDING
PORTLAND, OREGON

March 28, 1945

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Final inspection of Oregon SN-FAP 308-A(1), Goshen-Pleasant Hill Section of the Willamette Highway, was made by a representative of this office on December 19, 1944.

Prompt submission of the final voucher will be appreciated.

Very truly yours,

W. H. LYNCH
Division Engineer

By L. J. Caufield
L. J. Caufield
Sr. Highway Engineer

RECEIVED
APR 2 1945
STATE HIGHWAY COMMISSION

For

RECEIVED
JAN 4 1945
FOR FILING

208-A-1

January 2, 1945

General Casualty Co. of America,
Mansfield & Company, Agents,
302 Lewis Building,
Portland 4, Oregon.

Gentlemen:

You are hereby notified that state highway contract No. 2590 for work on the Goshen-Pleasant Hill Section of the Willamette Highway in Lane County, has been completed by the contractor, O. J. Kline, and that final payment in the amount of $8,368.73, will be made on or after January 12, 1945.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

For your information, we wish to advise that the total contract amount is $281,666.58, of which amount $751.63 represents the amount of force account items. This contract was completed on August 12, 1944, and accepted by the Commission on December 19, 1944.

This notice is served upon you since you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

jee

NOTED ON CARD
1/2/45

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DEC 21 1944
FOR FILING

308 - A - 1

December 21, 1944

Mr. C. J. Elden
3108 N. Columbia Blvd.
Portland 3, Oregon

Dear Mr. Elden:

The State Highway Commission at its meeting on December 19, 1944, granted you the extension of time requested from June 30, 1943, to August 15, 1944, without penalty in connection with Contract No. 2590 for construction of the Goshen-Pleasant Hill Section of the Willamette Highway.

Very truly yours
OREGON STATE HIGHWAY COMMISSION

By
Secretary

rmr
CC to: Mr. Lytle

NOTED ON CARD
GKO 12/21

RECEIVED
DEC 21 1944
FOR FILING

308-A-1

December 19, 1944

Mr. O. J. Eldem, Contractor
Box 5686, Kenton Station
Portland, Oregon

Dear Sir:

In the final estimate which will be issued shortly for the Goshen-Pleasant Hill Project, Contract No. 2390, you will note that Item No. 26, "Obliteration of Detour," has been estimated as 81.4 per cent complete and that payment for that item is being made in an amount equal to 81.4 per cent of the lump sum price ($1,500) bid for the item.

In explanation of this payment, permit us to point out that of the 4,300 feet of detour obliteration work called for by the plans, only 3,500 feet (81.4%) was performed. Since the omitted work would have had to be performed separately from the rest, and at a later time, due to your time progress in the finishing of the fill east of the cut and the cut itself, this change in plans affected the cost of the work very materially, making the change eligible for consideration under the provisions of the contract which apply to "Alterations in Details of Construction." (See Article 8-10, page 25). These provisions state, in effect, that when the amount of work is increased or decreased, "then an allowance shall be made, either for or against the contractor, in such amount as the engineer may consider to be fair and equitable."

Under the circumstances involved, allowance for the work in the proportion which the length of work performed bears to the length of work bid on, appears to be "fair and equitable," and it is on that basis that allowance of 81.4 per cent is made.

Very truly yours,

R. H. Baldock
State Highway Engineer

SHP:GS

cc to H. G. Smith

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NOV 23 1944
FOR FILING

COMMISSIONERS
T. H. BANFIELD, CHAIRMAN
PORTLAND
ARTHUR W. SCHAUPP, MEMBER
KLAMATH FALLS
MERLE R. CHESSMAN, MEMBER
ASTORIA

OREGON
STATE HIGHWAY COMMISSION
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
C. B. McCULLOUGH
ASSISTANT STATE HIGHWAY ENGINEER
J. M. DEVERS
CHIEF COUNSEL
H. B. GLAISYER
SECRETARY

FAP 308-A (1)

November 22, 1944

Mr. W. H. Lynch
District Engineer
Public Roads Administration
Post Office Box 3900
Portland 8, Oregon

NOTED
Asst State Highway Engr

Dear Sir:

Enclosed herewith are four copies of materials report, Form PR-47, as prepared by the engineer on Contract No. 2590, Goshen-Pleasant Hill Project, SN-FAP 308-A (1).

Very truly yours,

C. B. McCullough
Assistant State Highway Engineer

Dictated by J. Rhodes/GS

Encl.

RECEIVED
NOV 17 1944
ENGINEERING
308 A.1

November 16, 1944

Mansfield & Company,
302 Lewis Building,
Portland 4, Oregon.

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to C. J. Eldon, on Contract No. 2590, covering grading, etc., on the Goshen-Pleasant Hill Section of the Willamette Highway in Lane County. This payment, in the amount of $12,029.67, will be made on or after November 27th, 1944. The retained percentage is $8,452.51.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

Kindly acknowledge receipt of this letter.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary.

jee

RECEIVED
NOV 16 1944
FOR FILING

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 14, 1944

208-A-1

SUBJECT: State Force order on Goshen-Pleasant Hill Section

To:

Mr. K. D. Lytle
Division Engineer
State Highway Department
Roseburg, Oregon

Dear Sir:

We have a copy of an approved order for State Force Work on the Goshen-Pleasant Hill Section of the Willamette Highway, in Lane County, to construct one 12' timber span, 14' roadway, at Station 104+74, estimated to cost $500.00.

Please advise if this structure is located on our right of way and would, therefore, be a continued maintenance obligation, or is the construction off the right of way limits, the future maintenance of which should be covered by an agreement with the property owner.

Very truly yours,

W. W. Stiffler
Assistant Maintenance Engineer

WWS/hd

cc C. B. McCullough

NOTED
C. B. McCullough

RECEIVED
NOV 7 - 1944
FOR FILING

COMMISSIONERS
Y. N. BANFIELD, CHAIRMAN
PORTLAND
ARTHUR W. SCHAUPP, MEMBER
KLAMATH FALLS
MERLE R. CHESSMAN, MEMBER
ASTORIA

OREGON
STATE HIGHWAY COMMISSION
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
C. B. McCULLOUGH
ASSISTANT STATE HIGHWAY ENGINEER
J. M. DEVERS
CHIEF COUNSEL
H. B. GLAISYER
SECRETARY

Section Goshen-Pleasant Hill
Highway 308-A-1
Contract
Date of contract
Date work started
Amount of order
Estimated cost of completed project, exclusive of engineering
Per cent completed to date of this estimate
Percentage not to exceed

November 6, 1944

file

Mr. W. H. Lynch
District Engineer
Public Roads Administration
Post Office Box 3900
Portland (8), Oregon

Dear Sir:

Herewith for your consideration and approval is an order for State force work in connection with the Goshen-Pleasant Hill Project, No. SN-FAP 308-A (1).

The work contemplated under this order consists of the construction of two road approaches, one on each side of the highway. The right of way involved was obtained by condemnation; the construction of the two road approaches being a stipulation of the final judgment.

Very truly yours,

R. H. Baldock
State Highway Engineer

Dictated by R. Alvick/GS

Encl.

Form E-1—5M—6-43

308-A-1

OREGON STATE HIGHWAY COMMISSION
FIELD ENGINEER'S WEEKLY REPORT
FOR CONSTRUCTION PROJECTS ONLY

For Week Ending November 4, 1944

Section Goshen- Pleasant Hill — Kind of work Grade, Surf., & Bit. Mac.

Highway Willamette — Section prefix 20-1039

Contractor C. J. Eldon — Contract number 2590

Date of contract July 1, 1942 — Date of completion June 30, 1945

Date work started August 12, 1942 — Estimated date of completion August 12, 1944

Amount of contract . . . . . $ 272845.50 — Per cent of time elapsed 200 plus %

Estimated cost of completed project, exclusive of engineering . . . . . $ 284210.

Per cent of contract completed, based on total contract price . . . . . 100 %

Engineering cost to date, $ 18000., 6.35 % — Date project was completed 8-12-44, 19

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Engineers checked over notes and records and made semi final estimate and sent this data into division office.

RECEIVED
NOV 6 1944

NOTED
E. M.

Signed P. P. Whitmore, Resident Engineer.

Address P. O. Box 972 Eugene, Oregon.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	5.98	5.98			
Miles partially completed					
Miles completed	5.98	5.98			
Total estimated quantities	124000. C Y	66500. C Y	6100. C Y	5800. C Y 550. tons	
Estimated quantities moved or placed to date	124000.	66500.	6100.	5700 C Y 550 T asphalt	
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

..... County, ...%; ..... County, ...%; ..... County, ...%; ..... County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ....., Power graders ....., Rollers ....., Mixers ....., Crushing or screening plants .....

Compressors ....., Bulldozers ....., Sheep-foot rollers ....., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Rain all week.		
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

STATE PRINTING DEPT.

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NOV 4 - 1944
FOR FILING.

308-A-1

November 3rd, 1944

Mr. H. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland 8, Oregon

Dear Sir:

Will you kindly concur in an extension of time for C. J. Eiden on Contract No. 2590, SR-PNF 308-A(1), Cushman-Fleasant Hill Section of the Willamette Highway. The specified date of completion was June 30th, 1943, and the actual completion date was August 15th, 1944. The contractor states:

"In 1942 the labor situation became, more or less, acute. During 1943 the shortage became so pronounced, that, with the restrictions and limitations imposed by the Manpower Authority, it became impossible to secure sufficient personnel with which to man the operation to more than 25% of normal strength or efficiency.

Due to lack of stocks by supply houses, priority regulations and the methods that had to be employed, there were many delays in obtaining lumber, truck tires, repairs and other necessary items essential to the operations."

I recommend that the extension be granted without penalty.

Very truly yours,

R. H. Baldock
State Highway Engineer

R

cc to: H. G. Smith

RECEIVED
OCT 27 1944
FOR FILING

308-A-1

Oct. 25, 1944.

Mr. C. J. Eldon,
Box 5686, Kenton Station,
Portland, Ore.

Dear Sir:

The State Highway Commission has ordered that in all cases where a contract cannot be completed within the time limit set up, the contractor shall make a request accompanied by agreement of surety, for an extension of time to cover the anticipated overrun., prior to expiration date in contract.

Your contract #2590, Goshen-Pleasant Hill Section, lies within this qualification. Will you kindly submit a request for an extension of time accompanied by surety's consent to this office at your earliest convenience.

Yours very truly,

R. H. BALDOCK,
State Highway Engineer.

H

CC to K. D. Lytle
H. G. Smith

RECEIVED
1944
FOR FILING

308-A-1

Salem, Oregon
September 26, 1944

Mr. L. D. Myrtle
Highway Division Engineer
Roseburg, Oregon

Dear Sir:

This letter is your authority to eliminate seeding work from the Sunken-Pleasant Hill Contract, as suggested in your letter of September 18, provided such elimination is agreeable to the contractor.

Very truly yours,

S. H. Babcock
State Highway Engineer

cc to L. G. Smith
S. L. Probert

HHP:KH

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND 8, OREGON

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY
DISTRICT ONE

September 21, 1944

RECEIVED
SEP 23 1944
OREGON
STATE HIGHWAY COMMISSION

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to your letter of September 19th relative to seeding on Oregon Project SN-FAP 308-A(1), Goshen-Pleasant Hill Section. In view of your statement that the project has acquired an adequate natural growth cover we will recommend for approval the elimination of this work from the contract as requested.

Very truly yours,

W. H. LYNCH
District Engineer

September 19, 1944

Mr. W. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland 8, Oregon

Dear Sir:

As the areas which were to have been seeded as a part of the Cochran-Pleasant Hill Project, SR-VAF 308-A (1), have, since being graded, acquired a natural growth cover which will give quite as adequate protection of the areas as would artificial planting, we are of the opinion that the contemplated seeding work should be eliminated from the work to be done by the contractor, thereby saving $560.00.

May we have your approval of the elimination of this part of the work?

Very truly yours,

S. H. Baldock
State Highway Engineer

cc to E. G. Smith
K. D. Lytle

SHB:ER

September 21, 1944

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to your letter of September 19th relative to seeding an Oregon Project SE-FAP 308-A(1), Goshen-Pleasant Hill Section. In view of your statement that the project has acquired an adequate natural growth cover we will recommend for approval the elimination of this work from the contract as requested.

Very truly yours,

W. H. LYNCH
District Engineer

FORM E-20 2SM 12-43

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
Sept. 18, 1944

SUBJECT: 20-1039

To:

H. G. Smith
Construction Engineer

Dear Sir:

The contract for the Goshen-Pleasant Hill Section provides that the contractor shall seed twenty-eight acres. This has not yet been done and it is my recommendation we do not require the contractor to do the work. He spent so much time on the job that the slopes are pretty well overgrown with grass and weeds. I cannot see the necessity of spending this extra money, besides I would be pleased to get rid of the contractor.

If you will give me permission to eliminate this work, I will so advise the contractor.

Very truly yours,

K. D. LYTLE
Division Engineer

kdl;g

RECEIVED
SEP 19 1944

RECEIVED
APR 13 1944

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

308-A-1

Salem, Oregon
April 12, 1944

COPY
File

SUBJECT:

To:

Mr. C. B. McCullough,

O f f i c e .

Dear Mr. McCullough:

I have just received a carbon copy of a letter which it appears was written on behalf of C. J. Eldon in connection with his contract for the Goshen-Pleasant Hill Section of the Willamette Highway. The copy I received must have been the 142nd copy for it is so terribly dim that I am unable to get a clear understanding of just what the writer has to say.

However, I have been able to decipher enough of it to understand that there is a dispute between the State and the contractor with respect to the meaning and application of the specifications in the contract.

The letter indicates that copies have been sent to Mr. Lytle, Mr. Baldock and Mr. Smith as well as to me. If there is a controversy which may develop into litigation I would like to be further advised.

Yours very truly,

(Sgd) J. M. D.

J. M. DEVERS

JMD:PW

(Original referred to Mr. Baldock and returned by him to Mr. Devers with following note: "Have sent copy in to Probert. After I have consulted with him & H. G. Smith will see you and get your advice in regard to proper procedure inasmuch as it may develop into litigation.")

RECEIVED
APR 11 1944
FOR FILING

State Highway Engineer

302-H-1

NOTED
State Highway Engineer

C. J. ELDON
CONTRACTOR

P. O. BOX 5686, KENTON STATION
Portland, Oregon

REFERRED TO
Project
By Chief Engineer
Please reach
conclusion with
Specification
+ advise
your views
this claim
PRP

April 10, 1944.

Mr. P. P. Whitmore, Resident Highway Engineer,
Box 972,
Eugene, Oregon.

Subject: Contract No. 2560
Cosbam-Pleasant Hill Sec.
Willamette Highway.

H. B. Smith has refused the matter out until I get and the contractor.
Sup.

Dear Sir:

This letter acknowledges the receipt of your notice to me dated April 8, 1944, as follows:

> "This is to inform you that with the present arrangement of screening and crushing plants the 1-1/2"--3/4" size rock is not acceptable and may not be piled on our stock pile sites because it is not all made from material passing over a 2-1/4" scalping screen as is the intent and purpose of the specification."

The special provisions bound with and made a part of the contract provides that:

> "The gravel from which the aggregates are manufactured shall be gravel of which, at least, ninety (90) per cent shall be retained on a screen of the size indicated as follows:

Designated maximum size of crushed gravel	Size of screen on which 90% of gravel to be crushed is retained
1½-inch	2½" circular
3/4 -inch	1" Circular
½ -inch	1" circular
¼ -inch	0" circular

Application of the above specification to the particular part of the mineral aggregate questioned, namely the 1½" to 3/4" size, leaves but one conclusion - that 90% of the raw gravel from which the 1½" - 3/4" aggregate is produced shall be gravel of such size that it will be retained on a screen having 2½" round openings. The other ten (10) per cent may be any sized material that will produce the aggregate.

RECEIVED
APR 11 1944
OREGON
STATE HIGHWAY COMMISSION

Nothing is said about all the material having to pass over a 2½" scalping screen or over any sized screen. The using of a scalping screen is a convenience and is the usual method used in doing this sort of job.

In order to comply with the specifications I installed a scalping screen having 2½" round openings. This is the usual method employed. Everything passing over this screen goes into the primary crusher from whence it is carried by belt conveyer to the sizing screens. The oversize rejections from the sizing screen pass into a cone re-crusher, where it is further reduced and again conveyed to the sizing screens.

The materials passing through the 2½" scalping screen are picked up by an elevator and carried to a circular screen where all the materials that will pass a 1-1/8" circular hole are removed. The materials from this operation - the gravel between 1-1/8" and 2½" - falls into a small Rolls-Crusher, so set as to reduce it to 3/4 inch and under. The product from the rolls-crusher is then discharged onto the conveyer and carried to the sizing screens.

This procedure is followed in order to obtain a greater quantity of the ½" to ¼" aggregate material. This aggregate is processed from raw gravel, none of which is retained on a screen having 1-1/8" round holes. I contend that it is in accord with the "Special Provisions" hereinbefore cited.

The day on which the first trial run of the plant, without the use of the Rolls-Crusher, was made (Saturday April 1st.) your inspector, at my request, made some screen tests. These tests indicated that the sizing screens for the finer materials were out of balance. Corrections of this defect have been effected. Measurement of the volume of aggregates produced in the trial run indicated, omitting the ¼"-0" materials, that approximately the following ratios were obtained:

1½" - 3/4"	material	33-1/3%
3/4" - ½"	"	50 %
½" - ¼"	"	16-2/3%

The quantity survey, as given in the specifications, omitting the ¼" - 0" materials, indicates the ratios required to be produced to be approximately:

1½" - 3/4"	materials	37½%
3/4"- ½"	"	27 %
½" - ¼"	"	35½%

Mr. P. P. Whitmore, Resident Highway Engineer. #8 Apr. 10, 1944.

The Rolls-Crusher was installed to augment the proportion of 1½" to ¾" materials produced and eliminate, as far as practicable, the excessive waste that occurs when it becomes necessary to reduce everything to the ¾" size. It also speeds the operation of production and lessens the cost thereof very appreciably.

I contend that all the 1½"-3/4" aggregate is processed, in the present set-up, from raw materials and raw gravel, of which at least 90% is retained on a screen having 2½" round openings - that we may use up to 10% of materials that are smaller than 2½" in size; that all of the 3/4" - ½" and ½" to ¼" materials are processed from raw gravel meeting the specified requirements.

Further, I am trying to provide aggregates in compliance with the specifications, and, at the same time to supply aggregates having a maximum of fracture.

Objection and exception is taken to your action in refusing to accept the 1½" - 3/4" aggregate. Notice is hereby given that any excess costs accruing to me by reason thereof will be charged to the Highway Commission.

Respectfully submitted.

G. J. ELDON

By _____ His Attorney.

CJE-:MH:RT

cc:
K. D. Lytle, Division Engineer,
Roseburg, Oregon.
R. H. Baldock, State Highway Engineer,
Salem, Oregon.
H. G. Smith, Construction Engineer,
Salem, Oregon.
J. H. Devers, Atty. State Highway Commission
Salem, Oregon.

30 to 40

2 1/4"

50 to 60

a

1 1/8"

b

Waste 1 1/2" - 0"

Rolls Crush

Roller Crush

Re-Crush.

c

d

1 1/2"

3/4"

1 1/2" - 3/4"

1/2"

3/4" - 1/2"

1/4"

1/2" - 1/4"

0"

0" - 1/4"

It will be difficult to prove that specifications are met being met unless the output of the Rolls Crusher contains more than 10 % of 1½" - ¾" size.

RECEIVED
JAN 6 1944
FOR FILING
Const
R/W
Willamette Hwy

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 4th, 1944

Subject: Detour Road on Moore Property on Goshen-Pleasant Hill Section

308-A-1

To: Mr. C. B. McCullough
Asst. State Highway Engineer
O f f i c e

L

NOTED

Dear Sir:

The detour road through the Frank Moore property on the Goshen-Pleasant Hill Section of the Willamette Highway was not oiled because of the embargo by the Government on light oil and due to the unstability of the temporary surfacing.

We had contemplated spending about $350.00 for this oiling through the Moore property itself.

Very truly yours,

H. G. Smith
Construction Engineer

HGS:AR

Copy sent to Mr. McArmond - 1-5-44

RECEIVED
JAN 3 1944
FOR FILING

Canal
R/W
Willamette Hwy

Salem, Oregon
December 28, 1943

Mr. H. G. Smith
Construction Engineer
O f f i c e .

Dear Sir:

Herewith we hand you copy of a letter from Mr. J. M. Devers requesting certain information in connection with the Goshen-Lowell Section of the Willamette Highway, which pertains to land acquired from Frank and Opal Moore.

Will you please furnish us with the information requested.

Very truly yours,

C. B. McCullough
Assistant State Highway Engineer

Enclosure
JM:AW

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 27, 1943

SUBJECT: L 1322

To: Mr. C. H. McCullough
Assistant State Highway Engineer
O f f i c e

Dear Sir:

In the construction of the Goshen-Lowell Section of the Willamette Highway it was necessary for the State to acquire a parcel of land from Frank and Opal Moore to be used for a detour road during the construction. Attached is a description of the parcel used for the detour road.

We would like to know how much it will cost the State to oil this detour road, the oil surface to be not less than eighteen feet in width. You might also advise us as to whether any oil has been put on this road while it is being used by the traveling public.

Yours very truly,

J. H. DEVERS

By R. W. DeArmond

R. W. DeARMOND
Assistant Attorney

Enclosure
RWD:AN

A parcel of land lying in the southwest quarter (SW¼) of Section 28 and in the southeast quarter (SE¼) of Section 29, Township 18 South, Range 2 West, W. M., Lane County, Oregon, and being a portion of the following described property: that tract of land which was conveyed by that certain deed to Frank A. Moore and Opal Moore recorded in Book 131, Page 485, of Lane County Record of Deeds; the said parcel being described as follows:

Beginning at a point on the existing northerly right of way line of the Willamette Highway, said point being 90 feet distant northerly from (when measured at right angles to) the relocated center line of the Willamette Highway at Engineer's Station 239+63; said point also being 502 feet north and 373 feet east of the northwest corner of the Wm. Bristow D. L. C. No. 77; thence South 59° 59' East parallel to and 90 feet distant from the relocated center line of said highway a distance of 592 feet; thence North 76° 22' East a distance of 111 feet; thence South 61° 08' East a distance of 97 feet; thence South 35° 05' East a distance of 183.5 feet to a point 90 feet distant from (when measured at right angles to) said highway center line at Engineer's Station 249; thence parallel to said center line on an 11,369.2 foot radius curve left (the long chord of which curve bears South 61° 15' East 193.77 feet) a distance of 193.77 feet; thence parallel to said center line on a spiral curve left (the long chord of which curve bears South 62° 09' 30" East 249 feet) a distance of 249 feet; thence South 62° 22' East a distance of 204.7 feet to a point 90 feet distant northerly from (when measured at right angles to) said highway center line at Engineer's Station 255+50; thence South 27° 38' West a distance of 20 feet; thence North 62° 22' West parallel to and 70 feet distant from said center line a distance of 204.7 feet; thence parallel to and 70 feet distant from said center line on a spiral curve right (the long chord of which curve bears North 62° 09' West 249.2 feet) a distance of 249.2 feet; thence parallel to said center line on an 11,389.2 foot radius curve right (the long chord of which curve bears North 61° 10' 30" West 225.28 feet) a distance of 225.3 feet; thence parallel to said center line on a spiral curve right (the long chord of which bears North 60° 33' West 19.47 feet) a distance of 19.5 feet; thence North 35° 05' West a distance of 137 feet; thence North 61° 08' West a distance of 72.4 feet; thence South 76° 22' West a distance of 82.5 feet to a point 70 feet distant from (when measured at right angles to) said highway center line at Engineer's Station 245+92; thence North 59° 59' West parallel to said center line a distance of 629 feet; thence North 30° 01' East a distance of 20 feet to the point of beginning; containing 0.90 acre.

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SEP 13 1943
FOR FILING

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

308-A-1

September 11, 1943

NOTED
State Highway Engineer

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

A recent inspection shows that work on Oregon SN-FAP 308-A(1), the Goshen-Pleasant Hill Section, continues consistently slow. We realize that wet weather during the spring and early summer slowed up the work, but from the short period during an inspection there seems to be serious lack of proper coordination of the work.

May we request that this matter be taken up with the contractor in an endeavor to have him speed up the work as he is now over two months past the completion date and less than 50% of the work has been accomplished.

Very truly yours,

W. H. LYNCH
District Engineer

RECEIVED
SEP 13 1943
OREGON
STATE HIGHWAY COMMISSION

Copy sent to H. D. Smith.

August 2, 1943

General Casualty Company of America
Mansfield & Company, Agents
302 Lewis Building
Portland, Oregon

Gentlemen:

The time limit on the contract of C. J. Eldon for the Graham-Pleasant Hill Section expired on June 30, 1943, and I wish to advise that Mr. Eldon is not making satisfactory progress on this project. In fact, his progress is so slow that it is doubtful if the grading and surfacing can be finished during the present season.

This contract was awarded on June 4, 1942 to enable the contractor to get the bulk of the grading done during 1942. We feel, therefore, that ample time was given for the job and that the grading and surfacing should have been completed before this time and the oiling started. The bridge on the old road is in a very dangerous condition and can hardly last another high water; therefore, it is highly necessary that the job be finished during the present season.

This is to advise, therefore, that we expect to hold the contractor and his surety responsible for any unusual expense which may be caused us by the failure to complete the job within the time limit, and we suggest that you confer with the contractor with relation to his plans for continuing the work, and we will hold you responsible for reasonable fulfillment.

Very truly yours,

R. H. Baldock
State Highway Engineer

RHB:HI
cc Mr. H. C. Smith

(Copies made for Commissioners)

Stencil No. 124

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

308-A-1

POST OFFICE BUILDING
PORTLAND, OREGON

June 16, 1943

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Oregon SN-FAP 308-A (1)
Goshen-Pleasant Hill Section
Willamette Highway

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the _____ project agreement and certificate for the above-numbered project.

Very truly yours,

W. H. LYNCH
District Engineer

By L. Caufield
L. J. Caufield
Sr. Highway Engineer

Encl.

RECEIVED
JUN 17 1943
OREGON
STATE HIGHWAY COMMISSION

Wa 4pu 16900

Form P. R. 2

State Oregon

Federal Aid Project No. SE-PAP 309-A(1)

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 6th day of May, 1943

by and between The Oregon State Highway Commission, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Federal Works Administrator, hereinafter called the Administrator, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 14th day of February, 1941, a project statement, which was approved on the 17th day of March, 1941, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated for the administration of the Federal Highway Act, has furnished surveys, plans, specifications, and estimates for Section A(1) of said project which were recommended for approval by the District Engineer of the Public Roads Administration on the 21st day of May 1942; and

Whereas the Administrator has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of three hundred four thousand, four hundred twenty and 00/100

dollars ($304,420.00) as the share of the United States payable under said act on account of Section A(1) of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Administrator do mutually agree as follows:

16—11379

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(*a*) By the State Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. 529, laws 1939.
(Include date and citation of act of legislature by which authorized)

(*b*) From other sources

(State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between survey station 71+00 in the SW¼ of Sec. 13, T. 18 S., R. 3 W. and survey station 291+00 in the SE¼ of Sec. 28, T. 18 S., R. 2 W., length 4.109 miles, in Lane County, being Section A(1) of Oregon Federal Aid project No. SH-FAP 308 consisting of 3.970 miles of roadway and four bridges, each of more than 20 feet clear span, 0.139 of a mile in length.

16—11379 GPO

RECEIVED
JUN 14 1943
DISTRICT 1

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Administrator or his agents, and in accordance with the laws of said State, the rules and regulations of the Administrator, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Administrator or his authorized representatives. Such construction work as may be performed by force account shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Administrator, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

16—11379

This project is located on the strategic network of highways and is subject to certain provisions of the Defense Highway Act of 1941, approved November 19, 1941 (Pub. Law No. 295 - 77th Cong.)

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section A(1) of said project shall not in any event exceed the sum of three hundred four thousand, four hundred twenty and 00/100 dollars ($ 304,420.00), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of three hundred eight-five thousand, four hundred nineteen and 57/100 dollars ($ 385,419.57), the approved total estimated cost of Section A(1) of said project.

PAYMENTS

ARTICLE V. As the construction of said project progresses, the Administrator shall from time to time draw warrants on the Secretary of the Treasury for the payment to

The State Treasurer
(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon
(Name)
of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Administrator after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

The Administrator reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chap. 529, laws 1939.
(Include reference to statute authorizing funds and probable amount annually available)

RECEIVED NOV 10 1939 BUREAU OF PUBLIC ROADS HEADQUARTERS

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

GPO 16—11379

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Administrator on the _____ day of MAY 28 1943, 19__

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By T H Banfield
Chairman, State Highway Commission
(Title of officer)

By _____
Member, State Highway Commission
(Title of officer)

By _____
Member, State Highway Commission.
(Title of officer)

By _____
(Title of officer)

By _____
(Title of officer)

FEDERAL WORKS ADMINISTRATOR,

By _____
Acting Commissioner of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE 16—11879

Form PR. 8—Revised

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

THE SECRETARY OF THE TREASURY, AND

THE STATE HIGHWAY DEPARTMENT OF THE STATE OF Oregon

Pursuant to the acts above cited, I hereby certify—

FIRST. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Agency as Federal Aid Project No. SM-PAP 308-A(1) State of Oregon

SECOND. That in accordance with said provisions I have approved the sum of $ 385,419.57 as the total estimated cost of said project, and the sum of $ 304,420.00 as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this ..... day of .....

one thousand nine hundred and MAY 28 1943

FEDERAL WORKS ADMINISTRATOR,

By W. D. Leary
Acting Commissioner of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE 16—10130

RECEIVED
MAY 28 1943
BUREAU OF PUBLIC ROADS

402

308-A-1

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

POST OFFICE BUILDING
PORTLAND, OREGON

MONTANA
OREGON
WASHINGTON

April 21, 1943

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith two copies of proposed project agreement for signature and return to this office for Oregon SN-FAP 308-A (1), Goshen-Pleasant Hill Section of the Willamette Highway.

Enclosed also is an approved copy of the detail estimate upon which the agreement was based, together with approved copy of specifications.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
L. J. Caufield
Sr. Highway Engineer

Encls.

RECEIVED
APR 22 1943
STATE HIGHWAY COMMISSION

RECEIVED
JUL 14
FOR FILING
308-A-1

April 5, 1943

Mr. W. H. Lynch
District Engineer
Public Roads Administration
Post Office Box 3900
Portland, Oregon

Dear Sir:

We are enclosing herewith seven copies of estimate as basis for project agreement for the Gosham-Pleasant Hill Section, Project No. SN-YAP 308-A (1).

Very truly yours,

R. H. BALDOCK
Chief Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

Encl.

Oregon State Highway Department

Federal Aid Project
No. S[illegible]-FAP 308-A (1)

COUNTY—PLEASANT HILL SECTION

OF THE WILLAMETTE HIGHWAY IN LANE COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, March 22, 1943

All Required		Lands, Rights of Way and Easements		$38,000.00
		ROADWAY		
All Required		Clearing and Grubbing		$14,200.00
230	cu. yds.	Structural Excavation, Unclassified	$2.00	460.00
320	cu. yds.	Trench Excavation, Unclassified	2.00	640.00
18,000	cu. yds.	Borrow Excavation, Unclassified	.48	8,640.00
210,000	cu. yds.	General Excavation, Unclassified	.45	94,500.00
1,100,000	yds. stas.	Short Overhaul	.02	22,000.00
57,000	C-yd.stas.	Long Overhaul	.50	28,500.00
5,000	lin. ft.	Rounding Cuttanks	.12	600.00
3.98	miles	Finishing Roadbed and Slopes	500.00	1,990.00
90	lin. ft.	12" Concrete Pipe	1.50	135.00
425	lin. ft.	18" Concrete Pipe	2.75	1,168.75
170	lin. ft.	24" Concrete Pipe	4.00	680.00
100	lin. ft.	36" Concrete Pipe	9.00	900.00
40	lin. ft.	Salvaging Culvert Pipe	1.00	40.00
40	M-FBM	Treated Lumber in Place	175.00	7,000.00
2,800	cu. yds.	Salvaging Surf. Materials	1.25	3,500.00
37,500	cu. yds.	Selected Roadbed Topping	.55	20,625.00
43,500	yd. mi.	Hauling Roadbed Topping	.125	5,437.50
7,000	cu. yds.	3/4" – 0" Gravel in Leveling Course and Shoulders	2.20	15,400.00
500	cu. yds.	Filler	.50	250.00
500	yd. mi.	Hauling Filler	.15	75.00
1,200	M-Gals.	Sprinkling	2.00	2,400.00
All Required		Obliteration of Detour		1,500.00
28	acres	Seeding	20.00	560.00
3.98	miles	Preparation of Base	100.00	398.00
5,500	cu. yds.	Furnishing and Placing Aggregates	3.00	16,500.00
200	cu. yds.	Gravel Cover Materials in Place	3.00	600.00
30	tons	SC-2 Asphalt in Place	28.00	840.00
60	tons	Furnishing and Placing RC-3 or Emulsified Asphalt	29.00	1,740.00
440	tons	Furnishing & Place. RT-8 Tar	24.00	10,560.00
		Subtotal		$261,839.50
		10% Engr. & Cont.		26,183.95
		Total		$288,023.45

BRIDGES

South Fork Willamette River (Sta. 130+63 to 135+36)

All Required		Shoring, Cribbing, Etc.		$ 1,600.00
70	cu. yds.	Structural Excavation	$ 5.00	350.00
5	cu. yds.	Structural Excavation Below Elevations Shown	8.00	40.00
100	cu. yds.	Class "A" Concrete	33.00	3,300.00
7,000	lbs.	Transporting and Placing Reinforcing Steel	.04	280.00
1,300	lin. ft.	Furnish Untreated Piles	.32	416.00
44	only	Drive Untreated Piles	19.00	836.00
1	only	180' Howe Truss	22,600.00	22,600.00
300	lin. ft.	Untreated Trestle Superstructure with 24' Roadway	29.00	8,700.00
7.6	M-FBM	Untreated Lumber in Trestle Substructure	108.00	820.80
All Required		Removal of Old Bridge		1,500.00
				$41,342.80

Trestle (Sta. 8+10 to 8+80)

540	lin. ft.	Furnish Untreated Piles	$ .32	$ 172.80
20	only	Drive Untreated Piles	19.00	380.00
80	lin. ft.	Untreated Trestle Superstructure with 26' Roadway	31.00	2,480.00
4.8	M-FBM	Untreated Lumber in Trestle Substructure	108.00	518.40
				$ 3,551.20

Trestle (Sta. 165+43 to 166+83)

880	lin. ft.	Furnish Untreated Piles	$ .32	$ 281.60
28	only	Drive Untreated Piles	19.00	532.00
100	lin. ft.	Untreated Trestle Superstructure with 26' Roadway	31.00	3,100.00
5.8	M-FBM	Untreated Lumber in Trestle Substructure	108.00	626.40
				$ 4,540.00

Trestle (Sta. 205+62 to 206+57)

880	lin. ft.	Furnish Untreated Piles	$ .32	$ 281.60
28	only	Drive Untreated Piles	19.00	532.00
100	lin. ft.	Untreated Trestle Superstructure with 26' Roadway	31.00	3,100.00

5.8 M.FBM	Untreated Lumber in Trestle Sub-structure		$108.00	$ 626.40
				$ 4,540.00
			Subtotal	$53,774.00
			10% Engr. & Cont.	5,377.40
			Total	$59,151.40

Length of Roadway	3.970 miles
Length of Bridges	.139 miles
Total Length	4.109 miles
Cost per mile, Roadway	$72,549.93

SUMMARY OF ITEMS PARTICIPATED

Items	Total Cost	Federal Aid Funds	State Funds
Lands, Rights of Way, Easements	$ 38,000.00	$ 23,200.00	$ 14,800.00
Roadway	288,823.45	233,306.00	54,717.45
Bridges	58,161.40	47,914.00	11,237.40
	$385,174.85	$304,420.00	$ 80,754.85

NON-PARTICIPATING ITEMS

Reinforcing Steel Furnished by State

7,000 lbs.	Reinforcing Steel	$ .035	$ 245.00

State Funds for Constr.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939.

RECEIVED
JUL 1 1942

308-A-1

Salem, Oregon
July 29, 1942

Mr. K. D. Lytle
Highway Division Engineer
Roseburg, Oregon

Dear Sir:

We are informed by the PRA that the preference rating order issued for the Foshen-Pleasant Hill Grading and Surfacing Project cannot be extended to the purchase of the 18" and 24" sizes of reinforced concrete which are called for by the contract.

If the contractor cannot obtain the 18" and 24" sizes of reinforced pipe without a priority, you should arrange for a substitution of plain concrete pipe.

Plain concrete pipe should meet all of the standard requirements for reinforced pipe, except those relating to shell thickness, strength and reinforcement. The minimum shell thicknesses and strengths should be as follows:

	Min. Shell Thickness	Minimum Ultimate Load
18-inch Pipe:		
Under cover of 2' to 11'	2½"	1,890 lbs. per ft.
" " " 11' " 25'	4"	4,700 " " "
24-inch Pipe:		
Under cover of 2' to 10'	3"	2,100 lbs. per ft.
" " " 10' " 18'	4½"	4,500 " " "

Very truly yours,

R. H. BALDOCK
Chief Engineer

By

S. H. Probert
Office Engineer

SHP:ER

cc to H. G. Smith
cc to Resident Engineer

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

June 30, 1942

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to our Washington Office letter of June 26, 1942, addressed to your department and transmitting Limited Preference Rating Order P-19-e, Serial No. 19709-E assigning an A-2 rating to Oregon Project SN-FAP 308-A (1), Goshen-Pleasant Valley.

We note that there is an additional limitation imposed on this Order prohibiting its extension for the procurement of reinforcing steel for culvert pipe if such pipe is 24" diameter or smaller.

On the basis of this restriction we believe it necessary to eliminate the use of reinforced concrete pipe of the sizes indicated from all future construction unless it is assured that delivery may be obtained without priority assistance. If this is not the case on the above project, arrangement should be made to provide non-reinforced pipe through supplemental agreement with the contractor.

Very truly yours,

W. H. LYNCH
District Engineer

Contract calls for :-
500' 18" Rein Conc. Pipe
170' 24" " " "

RECEIVED
JUL 1 - 1942
WAR PRODUCTION BOARD

RECEIVED
JUL 28 1942
FOR FILING

308-H-1

July 28, 1942

Mr. C. J. Eldon
P. O. Box 5686
Portland, Oregon

Dear Sir:

By express we are forwarding to you a fully executed copy of contract No. 2590 awarded to you on July 1, 1942, for grading, surfacing and bituminous macadam on the Goshen-Pleasant Hill Section of the Willamette Highway, in Lane County.

This copy is for your records and files.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

MM

NOTED
D. G. DeSart

RECEIVED
JUL 28 1942
FOR FILING

JOR-A-1

July 28, 1942

General Casualty Co. of America
Mansfield and Company
302 Lewis Building
Portland, Oregon

Gentlemen:

We are sending to you today by express a fully executed copy of contract No. 2590 which was awarded to C. J. Kidon on July 1, 1942, for grading, surfacing and bituminous macadam on Goshen-Pleasant Hill Section of the Willamette Highway, in Lane County.

This copy is being sent to you since you appear as surety on the bond and is for your records and files.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

MM

NOTED
D. G. DeSart

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN
PORTLAND
HURON W. CLOUGH,
CANYONVILLE
HERMAN OLIVER,
JOHN DAY

RECEIVED
JUL 28 1942
FOR FILING

OREGON
STATE HIGHWAY COMMISSION

R. H. BALDOCK, CHIEF ENGINEER
C. B. McCULLOUGH, ASST. CHIEF ENGINEER
J. M. DEVERS, CHIEF COUNSEL
H. B. GLAISYER, SECRETARY

308-A-1

OFFICE OF G. S. PAXSON, BRIDGE ENGINEER
SALEM

July 17, 1942

IN REPLY PLEASE
REFER TO FILE NO.

Mr. E. J. Eldon
P. O. Box 5666
Portland, Oregon

Dear Sir:

Included in your contract for the grading and surfacing of the Goshen-Pleasant Hill Section of the Willamette Highway in Lane County (Contract No. 2590) is a 6' x 7' treated timber cattle pass at Station 178+50. We propose to eliminate this cattle pass from the work and construct in lieu thereof a 4-span untreated timber pile trestle at approximately Station 183+60. Will you please advise whether you wish to quote us a price on this timber trestle. If, because of its small size and the need for equipment which you would not otherwise have on this project, you would rather not do this work, we can make arrangements with the contractor on the adjacent bridge to construct the trestle.

Very truly yours,

R. H. Baldock
Chief Engineer

By

G. S. Paxson
Bridge Engineer

GSP CM
cc H. H. Probert
K. D. Lytle

Eldon elects not to do this work.

RECEIVED
JUL 3 1942
FOR FILING

SOP-A-1

July 2, 1942

Mr. C. J. Eldon
P. O. Box 5686
Portland, Oregon

Dear Sir:

We are sending you today, by express, four copies of contract No. 2590 which was awarded to you on July 1, 1942, by the State Highway Commission covering grading, surfacing and bituminous macadam on the Goshen-Pleasant Hill Section of the Willamette Highway, in Lane County.

Will you kindly execute all four copies of this contract as to agreement and bond and return them to this office for approval by the State Highway Commission. When this has been done a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the paragraph under Section 6, Page 15, of the printed General Provision, relating to the Workmen's Compensation Act. You are expected to accept the terms of this Act and to carry on your work under this contract in strict conformance thereto.

Your attention is also called to the paragraph on the same page relating to the payment by the contractor of amounts due hospital association, et cetera, and to the Supplemental Special Provisions in front of the regular Special Provisions dealing with the removal of the house located 30 feet north of Station 247+00.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

MM

NOTED
D.G. DeSart

RECEIVED
OCT 1 1942
FOR FILING

308-A-1

July 1, 1942

Mr. C. J. Eldon
Box 5686 Kenton Station
Portland, Oregon

Dear Sir:

Confirming my telegram to you of this date, the State Highway Commission has today awarded to you the contract for grading, surfacing and bituminous macadam on the Goshen-Pleasant Hill Section of the Willamette Highway, in Lane County. This award was based on your low bid of $272,645.50, using tar, submitted on June 4, 1942.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

EMI

cc - S. H. Probert
C. S. Paxson

Do not forward

1942 JUL 1 AM 11

CLASS OF SERVICE DESIRED			
DOMESTIC		CABLE	
TELEGRAM		ORDINARY	
DAY LETTER		URGENT RATE	
SERIAL		DEFERRED	
OVERNIGHT TELEGRAM		NIGHT LETTER	
SPECIAL SERVICE		SHIP RADIOGRAM	

Persons should check class of service desired; otherwise the message will be transmitted as a telegram or ordinary cablegram.

COPY OF WESTERN UNION TELEGRAM

SALEM, OREGON, JULY 1, 1942

Mr. C. J. ELDON
BOX 5686 KENTON STATION
PORTLAND, OREGON

STATE HIGHWAY COMMISSION AWARDED YOU TODAY CONTRACT FOR GRADING, SURFACING AND BITUMINOUS MACADAM ON THE GOSHEN-PLEASANT HILL SECTION OF WILLAMETTE HIGHWAY, IN LANE COUNTY, BASED ON YOUR LOW BID, USING TAR, SUBMITTED ON JUNE 4, 1942. CONTRACT FORMS FOLLOW SHORTLY.

H. B. GLAISYER SECRETARY
STATE HIGHWAY COMMISSION

File

Ind

308-A-1

RECEIVED
JUL 2 1942
FOR FILING

STANDARD TIME INDICATED
RECEIVED AT
[illegible] STATE STREET

TELEPHONE YOUR TELEGRAMS TO POSTAL TELEGRAPH

Form 16

Postal Telegraph

(47)

Canadian Pacific Telegraphs

THIS IS A FULL RATE TELEGRAM, CABLEGRAM OR RADIOGRAM UNLESS OTHERWISE INDICATED BY SYMBOL IN THE PREAMBLE OR IN THE ADDRESS OF THE MESSAGE. SYMBOLS DESIGNATING SERVICE SELECTED ARE OUTLINED IN THE COMPANY'S TARIFFS ON HAND AT EACH OFFICE AND ON FILE WITH REGULATORY AUTHORITIES.

R23 31/28 GOVT DL=NX PORTLAND ORE 1 1130A

1942 JUL 1 AM 11 51

R H BALDOCK=

=STATE HIGHWAY ENGINEER SALEM ORE=

:THIS IS TO CONFIRM AWARD OF CONTRACT TODAY FOR OREGON SN-FAP 308-A(1) GOSHEN-PLEASANT HILL SECTION TO C. J. ELSON ON ROADWAY AND TO TOM LILLEBO ON BRIDGES=

:LYNCH.

RECEIVED
JUL 2 1942
FOR FILING

SN-FAP 308-A(1) C J

Send the following telegram, subject to the terms on back hereof, which are hereby agreed to

SALEM, OREGON
JULY 1, 1942

RECEIVED
JUL 2 1942
FOR FILING

MR. W. H. LYNCH
DISTRICT ENGINEER
PUBLIC ROADS ADMINISTRATION
P. O. BOX 3900
PORTLAND, OREGON

YOUR CONCURRENCE REQUESTED IN AWARD CONTRACTS TODAY AS FOLLOWS STOP GOSHEN PLEASANT HILL GRADING SURFACING AND BITUMINOUS MACADAM TO C. J. ELDON STOP BRIDGE OVER COAST FORK WILLAMETTE RIVER TO TOM LILLEBO STOP ALL RIGHTS OF WAY ACQUIRED

R. H. BALDOCK

RECEIVED
FOR FILING

201-R-1

STANDARD TIME INDICATED
RECEIVED AT
373 STATE STREET
PHONE 6060
SALEM - OREGON
TELEPHONE YOUR TELEGRAMS TO POSTAL TELEGRAPH

Postal Telegraph
Marconi Radio (52) All America Cables

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Form 16

R15 36/32 GOVT DL=NX PORTLAND ORE 26 1020A

R H BALDOCK STATE HIGHWAY ENGINEER=

=SALEM ORE=

1942 JUN 26 AM 10 55

Goshen - Pleasant Valley

ADVICE RECEIVED PREFERENCE RATING A-2 ASSIGNED OREGON SN-FAP 308-A(1). WE ARE READY TO CONCUR IN AWARD UPON RECEIPT OF CERTIFICATE THAT RIGHT OF WAY HAS BEEN SECURED OR RIGHT OF ENTRY OBTAINED= =LYNCH.

RECEIVED
FOR FILING

SMP

A-2 SN-FAP 308-A, (1).

...ED
...0 1942
...FILING

308-A-1

May 20, 1942

Public Roads Administration
Box 3900
Portland, Oregon

Goshen-Pleasant Hill Section SH-PAP 308-A (1)

Gentlemen:

We are enclosing six copies of an application for preference rating to aid us in securing materials necessary in the construction of the above named project.

This application has been prepared in accordance with the instructions contained in the General Administrative Memorandum No. 148 and subsequent amendments thereto.

Yours very truly,

R. H. Baldock
Chief Engineer

CAG DG
Enclosure
cc C. A. Gardner

308-A-1

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

RECEIVED
MAY 2 - 1942
FOR FILING

May 19, 1942

RECEIVED
MAY 20
STATE HIGHWAY COMMISSION

POST OFFICE BUILDING
PORTLAND, OREGON

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to P.S. & E. papers delivered here this morning for the Goshen-Pleasant Hill Section of the Willamette Highway, Oregon SN-FAP 308-A (1). The Preference Rating Application for this project was not included. This must be submitted before we can release P.S. & E.

We are calling the omission to your attention in case it was inadvertent and the application is not already following.

Taken care of by Parsons

We have not fully reviewed the plans but a cursory examination shows laminated treated timber boxes at Stations 93+10 and 178+50. Should not some material easier to secure be substituted as was done on the Medford Cantonment Access Road?

Very truly yours,

W. H. LYNCH
District Engineer

RECEIVED
AUG 3 19
FOR FILING

May 19, 1942

Mr. W. H. Lynch
District Engineer
Public Roads Administration
Post Office Box 3900
Portland, Oregon

Dear Sir:

We are enclosing herewith seven copies of estimate, three copies of form PR 46 and three copies of right of way statement to accompany plans and specifications for the Goshen-Pleasant Hill Section, Project No. SS-FAP 308-A (1).

Five bid proposals and five sets of blueprint plans are being sent under separate cover.

Very truly yours,

R. H. BALDOCK
Chief Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

Encl.

Oregon State Highway Department — Federal Aid Project No. SM-PAP 308-A (1)

COBURN-PLEASANT HILL SECTION

OF THE WILLAMETTE HIGHWAY IN LANE COUNTY

(Estimate to accompany plans and specifications. Not as basis for payment agreement.)

Salem, Oregon, May 18, 1942

All Required		Lands, Rights of Way and Easements		$ 43,000.00
		ROADWAY		
All Required		Clearing and Grubbing		5,000.00
230	cu. yds.	Structural Excavation, Unclassified	$ 1.50	345.00
320	cu. yds.	Trench Excavation, Unclassified	1.50	480.00
18,000	cu. yds.	Borrow Excavation, Unclassified	1.00	18,000.00
210,000	cu. yds.	General Excavation, Unclassified	.30	63,000.00
1,100,000	yd. stas.	Short Overhaul	.01	11,000.00
77,000	C-yd. stas.	Long Overhaul	.40	22,000.00
5,000	lin. ft.	Rounding Cutbanks	.10	500.00
3.98	miles	Finishing Roadbed and Slopes	300.00	1,194.00
90	lin. ft.	12" Concrete Pipe	1.50	135.00
425	lin. ft.	18" Concrete Pipe	2.50	1,062.50
170	lin. ft.	24" Concrete Pipe	3.00	510.00
100	lin. ft.	36" Concrete Pipe	7.00	700.00
40	lin. ft.	Salvaging Culvert Pipe	1.00	40.00
40	M-FBM	Treated Lumber in Place	130.00	5,200.00
2,800	cu. yds.	Salvaging Surfacing Materials	.80	2,240.00
37,500	cu. yds.	Selected Roadbed Topping	.40	15,000.00
43,500	yd. mi.	Hauling Roadbed Topping	.15	6,525.00
7,000	cu. yds.	3/4" - 0" Gravel in Leveling Course and Shoulders	2.00	14,000.00
500	cu. yds.	Filler	.40	200.00
500	yd. mi.	Hauling Filler	.15	75.00
1,200	M-gals.	Sprinkling	1.50	1,800.00
All Required		Obliteration of Detour		300.00
3.98	Miles	Preparation of Base	150.00	597.00
5,500	cu. yds.	Furnishing and Placing Aggregates	3.00	16,500.00

200	cu. yds.	Gravel Cover Materials in Place	$ 2.50	$ 500.00
30	tons	SS-2 Asphalt in Place	26.00	780.00
60	tons	Furnishing and Placing RC-3 or Emulsified Asphalt	25.00	1,500.00
370	tons	Furnishing and Placing 151-200 Asphalt	26.00	9,620.00 (Alternate)
440	tons	Furnishing and Placing RT-8 Tar	22.00	
		Subtotal		$199,603.50
		10% Engr. & Cont.		19,960.35
		Total		$219,564.85

BRIDGES

Coast Fork Willamette River (Sta. 190+63 to 195+36)

All Required		Shoring, Cribbing, Etc.		$ 500.00
70	cu. yds.	Structural Excavation	$ 5.00	350.00
5	cu. yds.	Structural Excavation Below Elevations Shown	10.00	50.00
100	cu. yds.	Class "A" Concrete	28.00	2,800.00
7,000	lbs.	Transporting and Placing Reinforcing Steel	.05	350.00
1,300	lin. ft.	Furnish Untreated Piles	.25	325.00
44	only	Drive Untreated Piles	20.00	880.00
1	only	180' Howe Truss	15,000.00	15,000.00
300	lin. ft.	Untreated Trestle with 24' Roadway	38.00	11,400.00
7.6	M-FBM	Untreated Lumber in Trestle Substructure	80.00	608.00
All Required		Removal of Old Bridge		1,500.00
				$ 33,763.00

Trestle (Sta. 82+10 to 83+85)

340	lin. ft.	Furnish Untreated Piles	$ .25	$ 85.00
20	only	Drive Untreated Piles	20.00	400.00
80	lin. ft.	Untreated Trestle with 26' Roadway	40.00	3,200.00
4.8	M-FBM	Untreated Lumber in Trestle Substructure	80.00	384.00
				$ 4,119.00

Trestle (Sta. 165+93 to 166+88)

880	lin. ft.	Furnish Untreated Piles	$ .25	$ 220.00
28	only	Drive Untreated Piles	20.00	560.00

100	lin. ft.	Untreated Trestle with 26' Roadway	$ 40.00	$ 4,000.00
5.8	M-FBM	Untreated Lumber in Trestle Substructure	80.00	464.00
				$ 5,244.00

Trestle (Sta. 205+62 to 206+37)

880	lin. ft.	Furnish Untreated Piles	$ .25	$ 220.00
28	only	Drive Untreated Piles	20.00	560.00
100	lin. ft.	Untreated Trestle with 26' Roadway	40.00	4,000.00
5.8	M-FBM	Untreated Lumber in Trestle Substructure	80.00	464.00
				$ 5,244.00

Subtotal	$48,370.00
10% Engr. & Cont.	4,837.00
Total	$53,207.00

Length of Roadway	3.970 miles
Length of Bridges	.139 mile
Total Length	4.109 miles
Cost per mile, Roadway	$ 55,306.03

SUMMARY OF FUNDS REQUESTED

Items	Total Cost	Federal Aid Funds	State Funds
Lands, Rights of Way, Easements	$ 43,000.00	$ 26,230.00	$16,770.00
Roadway	219,564.95	177,850.00	41,714.95
Bridges	53,207.00	43,100.00	10,107.00
	$315,771.95	$247,180.00	$68,591.95

NON-PARTICIPATING ITEMS

Reinforcing Steel Furnished by State

7,000	lbs.	Reinforcing Steel	$ .035	$ 245.00

GOSHEN-PLEASANT HILL SECTION

PROJECT NO. SN-FAP 308-A (1)

While negotiations for right of way are in progress, one parcel has not been acquired, nor has the right to occupy and use this parcel been secured, but it is now believed that all necessary right of way can be made fully available within fourteen days.

R. H. BALDOCK
Chief Engineer

By

S. H. Probert
Office Engineer

May 18, 1942

CONFIRMATION

RECEIVED
MAY 8 1942
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FEDERAL WORKS AGENCY
Public Roads Administration
9010-30 Oregon

308-A-1

DAY LETTER

Portland, Oregon
May 6, 1942

R. H. Baldock
State Highway Engineer
Salem, Oregon

OREGON PROJECT ST-WAP 308-A(1) SOUTH PLEASANT HILL SECTION OF WILLAMETTE HIGHWAY APPROVED BY WAR DEPARTMENT MAY 2 AND ALSO APPROVED AS ADDITION TO YOUR 1943 REGULAR FEDERAL AID PROGRAM. WE ARE PREPARED TO AUTHORIZE ADVERTISEMENT FOR CONSTRUCTION ON RECEIPT SATISFACTORY PLANS AND RIGHT OF ENTRY WITH RESPECT TO RIGHTS OF WAY NOT ACQUIRED

Lynch

Field Eng'r's Date

RECEIVED
MAY 7 - 1942
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
APR 14 1942
FOR FILING

308-A-1

April 11, 1942

Mr. E. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland, Oregon

Dear Sir:

The following information concerning the proposed Goshen-Pleasant Hill Section of the Willamette Highway, Project S-FAP 308-A (1) is being sent in compliance with the request contained in your letter of April 9.

1. Estimate of cost for the project complete, including 4.8 miles of grading and surfacing.

2. Estimate of cost for a minimum project consisting of the main bridge and 0.8 mile of grading and surfacing.

3. Statement showing the quantities and values of critical materials required for:

   a. The complete project
   b. The minimum project

4. Sketch map showing locations of existing bridges and proposed new bridges and showing also, where temporary connections from the bridge to the existing road can be constructed.

5. Aerial photograph showing details of topography which are not shown in the sketch map.

On the existing road there are only two bridges other than the main bridge over the Willamette River. The one near the west end of the project has a length of 19 feet and a roadway width of 20 feet. The one near the east end of the project has a length of 30

feet and a width of 22' - 4". Both bridges are H-15 structures which can be maintained in good condition for several years.

The Willamette River bridge can be built at this time and the grading and surfacing of the four-mile line change, which is part of the ultimate project, postponed to some future time. Suitable connections from the bridge to the existing road can be graded and surfaced for about $30,000 and, of that amount, approximately 40 per cent will be serviceable as a part of the ultimate project. In this connection, however, we wish to point out that the minimum project will leave the highway subject to inundation by high water for several days of nearly every year, the same as has been the case in connection with the existing road. This inundation results in a complete closure of the Willamette Highway as an arterial highway, as there are no local roads above high water over which to detour traffic. Such closure might prove very costly. The building of the temporary connections to the bridge will result in an ultimate loss of about $15,000, since the detours will be of no use when the entire four-mile section is constructed.

As a third alternative, an untreated timber truss bridge can be built at the present bridge site, utilizing the present piers, for about $25,000. It will, furthermore, be possible to use the steel in the existing bridge for at least part of the steel requirements. The present road has inadequate surfacing and is below high water, which will make necessary the construction of the new line and bridge immediately following the war. This will result in the loss of the $25,000 investment in the timber span.

If critical materials can be secured now, I recommend the entire project be constructed. Please advise your wishes.

Very truly yours,

R. H. Baldock
Chief Engineer

RHB:HI

GOSHEN-PLEASANT HILL PROJECT

ESTIMATE OF COST, COMPLETE PROJECT

Length 4.11 miles

Main bridge, Station- - - - - - - - - - - - - - - - -	$ 90,000
75-foot bridge, Station - - - - - - - - - - - - - - -	8,000
95-foot bridge, Station - - - - - - - - - - - - - - -	10,000
95-foot bridge, Station - - - - - - - - - - - - - - -	10,000
Grading and Surfacing - - - - - - - - - - - - - - - -	182,000
Total- - -	$300,000

ESTIMATE OF COST, MAIN BRIDGE WITH MINIMUM CONNECTIONS

Length 0.87 mile

Main bridge, Station- - - - - - - - - - - - - - - - -	$ 90,000
Grading and surfacing - - - - - - - - - - - - - - - -	30,000
Total- - -	$120,000

April 11, 1942

GOSHEN-PLEASANT HILL PROJECT

ESTIMATE OF COST, COMPLETE PROJECT

Length 4.11 miles

Main bridge, Station- - - - - - - - - - - - - - - - -	$ 90,000
75-foot bridge, Station - - - - - - - - - - - - - - -	8,000
95-foot bridge, Station - - - - - - - - - - - - - - -	10,000
95-foot bridge, Station - - - - - - - - - - - - - - -	10,000
Grading and Surfacing - - - - - - - - - - - - - - - -	182,000
Total- - -	$300,000

ESTIMATE OF COST, MAIN BRIDGE WITH MINIMUM CONNECTIONS

Length 0.87 mile

Main bridge, Station- - - - - - - - - - - - - - - - -	$ 90,000
Grading and surfacing - - - - - - - - - - - - - - - -	30,000
Total- - -	$120,000

April 11, 1942

GOSHEN-PLEASANT HILL PROJECT

Estimate of Quantities and Values of Critical Mate

April 11, 1942

Materials	Unit	Unit Price	Complete Project (4.11 miles)					
			Main Bridge		Three Minor Bridges		Grading & Surfa	
			Quant.	Value	Quant.	Value	Quant.	V
Cement	Bbls.	$ 3.00	1,500	$ 4,500		$	80	$
Bituminous Materials	Gals.	.04					110,000	
Lumber, Treated	M-FBM	150.00	97	14,550	102	15,300	40	
Reinforcing Steel	Lbs.	.05	140,000	7,000			3,000	
Structural Steel	"	.06	100,000	6,000				
Piling	Lin. Ft.	1.25	1,700	2,125	2,480	3,100		
Timber Fastenings	Lbs.	.06	7,500	450	8,000	480	2,200	
Galvanized Iron	"	.05	1,000	50				
Paint & Preservatives	Gals.	3.00	25	75	27	81		
Explosives	Lbs.	.12					160,000	1
Untreated Lumber, Ties, Nails, Etc. (Falsework, etc.)	Lump Sum		All Req..	20,000				
				$54,750		$18,961		$3

GOSHEN-PLEASANT HILL PROJECT

Estimate of Quantities and Values of Critical Materials

April 11, 1942

Unit Price	Complete Project (4.11 miles)								Minimum Project (0.87 miles)		
	Main Bridge		Three Minor Bridges		Grading & Surfacing		Totals for Complete Project		Grading & Surfacing		Totals f Minimum P
	Quant.	Value	Quant.	Value	Quant.	Value	Quant.	Value	Quant.	Value	Quant.
$ 3.00	1,500	$ 4,500		$	80	$ 240	1,580	$ 4,740	22	$ 66	1,522
.04					110,000	4,400	110,000	4,400	12,000	480	12,000
150.00	97	14,550	102	15,300	40	6,000	239	35,850			199
.05	140,000	7,000			3,000	150	143,000	7,150	1,200	60	141,200
.06	100,000	6,000					100,000	6,000			100,000
1.25	1,700	2,125	2,480	3,100			4,180	5,225			4,180
.06	7,500	450	8,000	480	2,200	132	17,700	1,062			15,500
.05	1,000	50					1,000	50			1,000
3.00	25	75	27	81			52	156			52
.12					160,000	19,200	160,000	19,200			
	All Req.	20,000					All Req.	20,000			All Req.
		$54,750		$18,961		$30,122		$103,833		$606	

ASANT HILL PROJECT

and Values of Critical Materials

il 11, 1942

lete Project (4.11 miles)					Minimum Project (0.87 miles)			
nor	Grading & Surfacing		Totals for Complete Project		Grading & Surfacing		Totals for Minimum Project	
Value	Quant.	Value	Quant.	Value	Quant.	Value	Quant.	Value
	80	$ 240	1,580	$ 4,740	22	$ 66	1,522	$ 4,566
	110,000	4,400	110,000	4,400	12,000	480	12,000	480
15,300	40	6,000	239	35,850			199	29,850
	3,000	150	143,000	7,150	1,200	60	141,200	7,060
			100,000	6,000			100,000	6,000
3,100			4,180	5,225			4,180	5,225
480	2,200	132	17,700	1,062			15,500	930
			1,000	50			1,000	50
81			52	156			52	156
	160,000	19,200	160,000	19,200				
			All Req.	20,000			All Req.	20,000
18,961		$30,122		$103,833	$606			$74,317

GOSHEN
LEAS FORK
Proposed
Existing
Existing
HOPE

GOSHEN - PLEASANT HILL SECT

EM - FAP 202(...)

COAST FORK

WILLAMETTE RIVER

PLEASANT HILL SECTION
COAST
WILLAMETTE
RIVER
Relocated Line
Existing

GOSHEN
GREENWICH
Waterbury Branch Line

RIVER
WILLAMETTE
COAST FORK
PLEASANT HILL

GOSHEN - PL
EN-F
WL
FORK
COAST
No. Existing Roa
Relocated Line
Existing High
R. 2 W.

GOSHEN - PLEASANT HILL

COAST FORK

WILLAMETTE RIVER

No Existing

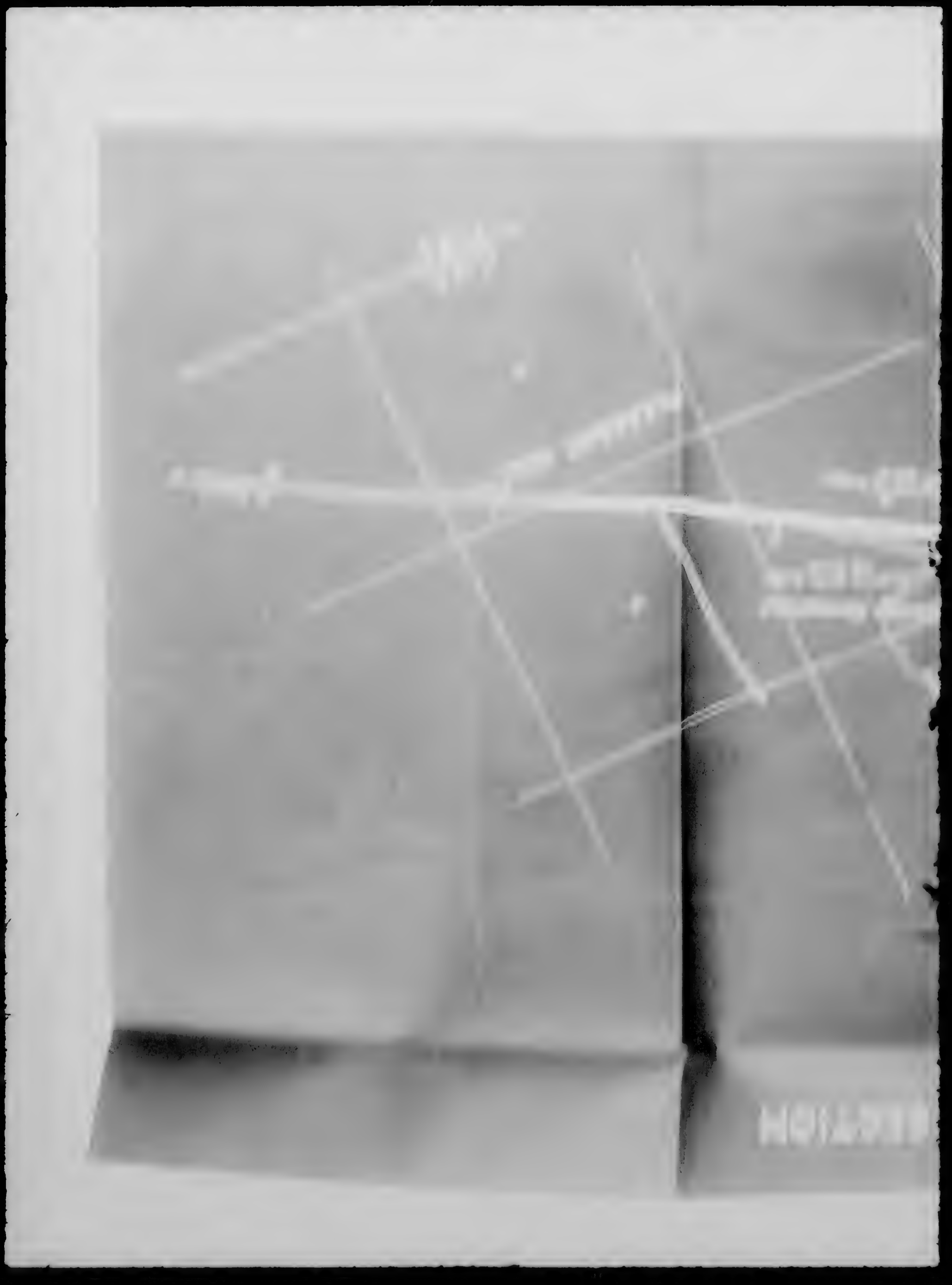
Relocated Line

Existing

HIGHWAY

M. & P. R.

WILLAMETTE RIVER
MCKENNY HALL



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JUN 23 1942
FOR FILING

Orig to R. Webber for reply

30Y-A-1

February 11, 1942

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to the plans and specifications submitted for proposed Oregon SN-PAP 300-A (1), the Cashem-Pleasant Hill Section of the Willamette Highway.

A preliminary review of these papers indicates the following points need clarification:

Material from the large cut, Stas. 230 to 255, is to be placed in the embankment, Sta. 230 west to 171. Test report of this cut shows a soil classification of A-7 with the notation that this material should be used in the bottom portion of fills only. The channel change at Sta. 193 is shown as to be used in constructing the embankment from Sta. 171 west to 133; this material according to tests is A-2.

We would suggest that the plans show the cross haul necessary to place the A-7 soil in the lower portion of the embankment from Sta. 230 back to 133 and that the material (A-2) from the channel change at Sta. 193 be used in the upper portions of this fill.

Specs. made more definite

While page 5 of the special provisions provides for the use of any sand, gravel, etc., in the top portions of fills when ordered by the Engineer, we believe, particularly when the information is available, as in this case, that the cross haul or use of these materials in proper positions to obtain the most stability should be indicated on the plans.

New dist. shown.

At Sta. 191, it is noted that the elevation of the river bank is approximately 489, while the road grade at Sta. 106 is approximately 474.5. Information as to the possibility of flooding at this latter point would be appreciated.

H.W. Elev. shown.

Mr. Baldock -2- February 11, 1942

As this project is primarily a bridge project it seems doubtful if the oiling can be performed within the time limit required by the special provisions.

Specs provide 1 month for oiling after bridges are built

Will you please furnish us with information on these matters.

Very truly yours,

W. H. LYNCH
District Engineer

RECEIVED
AUG 3 1942
FOR FILING

February 9, 1942

Mr. W. H. Lynch
District Engineer
Public Roads Administration
Post Office Box 3900
Portland, Oregon

Dear Sir:

We are enclosing herewith five copies of estimate, three copies of right of way statement and three copies of Form PR 46 to accompany plans and specifications for the Goshen-Pleasant Hill Section, Project No. SM-FAP 308-A (1).

Five copies of bid proposals and five sets of blue-print plans are being sent under separate cover.

Very truly yours,

R. H. BALDOCK
Chief Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

Encl.

Oregon State Highway Department — Federal Aid Project No. NH-SAP 308-A (1)

COCHRE-PLEASANT HILL SECTION
OF THE WILLAMETTE HIGHWAY IN LANE COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, February 9, 1942

All Required		Clearing and Grubbing		$ 5,000.00
230	cu. yds.	Structural Excavation, Unclassified	$ 1.50	345.00
320	cu. yds.	Trench Excavation, Unclassified	1.50	480.00
18,000	cu. yds.	Borrow Excavation, Unclassified	.75	13,500.00
210,000	cu. yds.	General Excavation, Unclassified	.22	46,200.00
1,100,000	yd. sta.	Short Overhaul	.01	11,000.00
52,000	C-yd. sta.	Long Overhaul	.40	20,800.00
5,000	lin. ft.	Rounding Cutbanks	.10	500.00
3.98	miles	Finishing Roadbed and Slopes	300.00	1,194.00
90	lin. ft.	12" Concrete Pipe	1.50	135.00
425	lin. ft.	18" Concrete Pipe	2.50	1,062.50
170	lin. ft.	24" Concrete Pipe	3.50	595.00
100	lin. ft.	36" Concrete Pipe	6.50	650.00
120	lin. ft.	48" Concrete Pipe	12.00	1,440.00
40	lin. ft.	Salvaging Culvert Pipe	1.00	40.00
15	M-FBM	Treated Lumber in Place	110.00	1,650.00
2,800	cu. yds.	Salvaging Surfacing Materials	.70	1,960.00
37,500	cu. yds.	Selected Roadbed Topping	.35	13,125.00
43,500	yd. mi.	Hauling Roadbed Topping	.15	6,525.00
7,000	cu. yds.	3/4" - 0" Gravel in Leveling Course and Shoulders	1.50	10,500.00
500	cu. yds.	Filler	.40	200.00
500	yd. mi.	Hauling Filler	.15	75.00
1,200	M-gals.	Sprinkling	1.50	1,800.00
All Required		Obliteration of Detour		300.00
3.98	miles	Preparation of Base	150.00	597.00
5,500	cu. yds.	Furnishing and Placing Aggregates	2.50	13,750.00

200	cu. yds.	Gravel Cover Materials in Place	$ 2.50	$ 500.00
30	tons	SC-2 Asphalt in Place	26.00	780.00
60	tons	Furnishing and Placing RC-3 or Emulsified Asphalt	25.00	1,500.00
370	tons	Furnishing and Placing 151-200 Asphalt	26.00	9,620.00
440	tons	Furnishing and Placing RT-8 Tar	22.00	(Alternate)
			Subtotal	$165,823.30
			10% Engr. & Cont.	16,582.35
			Total	$182,405.65

While negotiations for right of way are in progress, Length of Roadway 3.977 miles
Cost per mile $ 45,865.10
twenty-eight parcels have not been acquired, the right to occupy and use these parcels been secured, but it is now believed that the right of way will be available within eighteen days.

Federal Aid Funds - $145,930.00
State Funds - 36,475.65
$182,405.65

R. H. [illegible]
Chief Engineer

By

E. T. Probert
District Engineer

February 9, 1942

OCHRE-PLEASANT HILL SECTION

PROJECT NO. SN-FAP 308-A (1)

While negotiations for right of way are in progress, twenty-eight parcels have not been acquired, nor has the right to occupy and use these parcels been secured, but it is now believed that all necessary right of way can be made fully available within eighteen days.

R. H. BALDOCK
Chief Engineer

By

S. H. Probert
Office Engineer

February 9, 1942

Roadway (Cochem-Pleasant Hill Section)

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

Sheet 1 of 2 Sheets

Estimate of Materials Required for Roadway
(To Accompany P.S. & E.)

Starting Date (Est.) June 15, 1942 State Oregon

Completion Date (Est.) June 30, 1943 Project No. [redacted]-FAP 308-A (1)

Estimated Total Cost Roadway $ 219,564.35 Length: Miles 3.970

Code	Material Item	Unit	Quantity	Code	Material Item	Unit	Quantity
1	Cement	Bbl.	100	6	Metal culvert pipe	Lb.	
2	Aggregates	Cy.	70	7	Reinforcing steel	Lb.	3,100
3	Bituminous mat.	Gal.	11,000	8	Structural steel	Lb.	
4	Lumber	M.	40	10	Explosives	Lb.	13,000
5	Timber piling	Lft.					

FR 46

Bridges (Gosben-Pleasant Hill)

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

Sheet 2 of 2 Sheets

Estimate of Materials Required for Roadway
(To Accompany P.S. & E.)

Starting Date (Est.) June 15, 1942 State Oregon

Completion Date (Est.) Dec. 31, 1942 Project No. SM-PAP 308-A (1)

Estimated Total Cost Roadway $ 33,707.00 Length: Miles .139

Code	Material Item	Unit	Quantity	Code	Material Item	Unit	Quantity
1	Cement	Bbl.	160	6	Metal culvert pipe	Lb.	
2	Aggregates	Cy.		7	Reinforcing steel	Lb.	7,000
3	Bituminous mat.	Gal.		8	Structural steel	Lb.	
4	Lumber	M.	240	10	Explosives	Lb.	
5	Timber piling	Lft.	3,600				

RECEIVED
JAN 30 1942
FOR FILING

-OK-A-1

January 29, 1942

Public Roads Administration
Box 3900
Portland, Oregon

Gentlemen:

Subject: Goshen-Pleasant Hill Section
PAP No. SH-PAP 306-A (1)

We are enclosing five copies of our application for a preference rating to aid us in securing critical materials necessary in construction of the roadway grading and surfacing of the above-named project. We will file another application covering four structures to be built as a part of the project as soon as we can complete our estimate of critical materials needed for the structures.

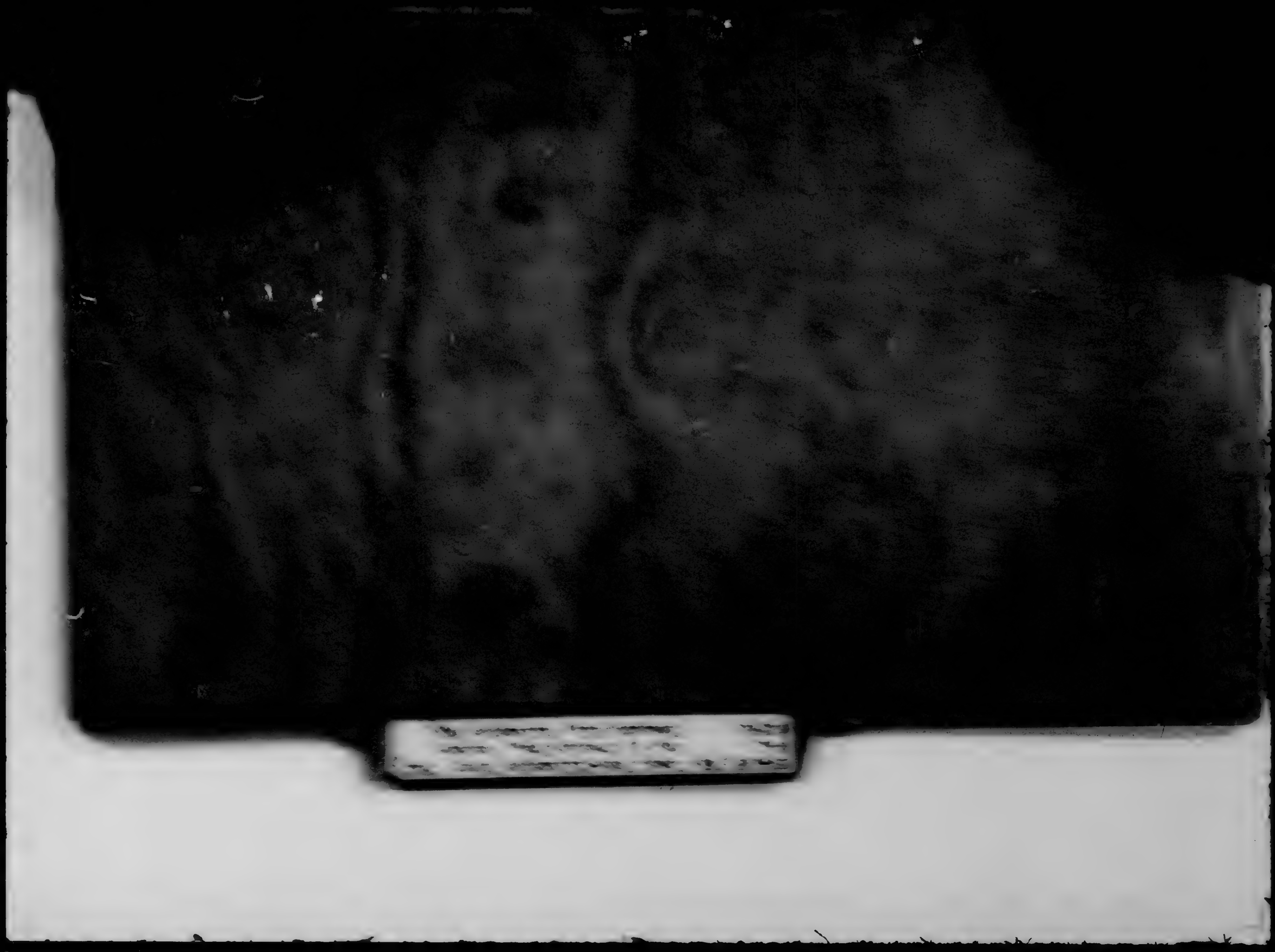
This application has been prepared in accordance with instructions set out in General Administrative Memorandum No. 148.

Our request for program approval for the project was forwarded to you January 14, 1942.

Yours very truly,

R. H. Baldock
Chief Engineer

CAS:TH
Encl.
cc: Bridge Department



RECEIVED
AUG 16 1946
FOR FILING

Division 8

SN-308-E-1

August 12, 1946.

NOTED
State Highway Engineer

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

In our review of the right-of-way documents submitted for Oregon Project No. SN-308-A(1), Goshen - Pleasant Hill Section of the Willamette Highway, we note that in the case of R/W File No. 8983, $4,750 was paid for the buildings which it was estimated could be moved and then resold for $4,000 to $4,250. However, they were finally sold with one acre of land for $3500. If the value of the land was $250 as indicated on the final report, then only $3,250 was received for the buildings. As this is a rather large difference, will you please advise why such a large amount was allowed to the original owner when the buildings were purchased, if they could be sold for only $3,250?

In view of the many allowances listed in detail, the allowance of $500 made for general damage on R/W No. 8991 is a rather large item to be passed without some explanation. Will you please advise regarding the nature of the damages it is intended to cover.

On R/W No. 9004 allowances are made for "wreck chicken house," "toward moving of barn" and "low bid for moving buildings". Will you please furnish information as to the number and types of structures, and the nature of the work and other considerations involved in these allowances in order that it may be clear that no overlapping or duplicate allowances have been made.

As the dates of conveyance of the following parcels preceded program approval, they are ineligible for Federal participation:

R/W Nos.	R/W Nos.
8984	8920
8986	8921
8987	8922

Original referred to Mr. Devers with note, "Please reply."

FOR DIESEL

Mr. R. H. Baldock -2- August 12, 1946.

2/0 Hog.	2/0 Hog.
8916	8994
8917	8995
8918	8997
8919	9000
	9002
	10104

Very truly yours,

P. M. DAVIS
District Engineer.

RECEIVED
AUG 13 1946
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
MAR 30 1945
FOR FILING

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

March 29, 1945

308-A-1

To: Mr. H. E. Glaisyer
O-f-f-i-c-e

SUBJECT: Request for release of warrants on final estimates.

	Vou. #	Cont. #	Est. #	Name	Am't.	Wt. #	Note
1.	2700	2591	12-Final	Tom Lillebo	6,233.05	269647	
2.							
3.							
4.							
5.							
6.							
7.							
8.							
9.							
10.							
11.							
12.							

Ck to release f.o

Mr. Glaisyer:

I have your acceptance advice on this contract.

asw

ACCOUNTING DIVISION

By _____
Bookkeeping Dept.

Ck to release warrant

Approved _____
Secretary

NOTED ON CARD
3/30/45 gl

RECEIVED
MAR 20 1945
FOR FILING

30 & A-1

Salem, Oregon
March 19, 1945

Extensions of Time Granted.

Mr. C. B. McCullough

OFFICE

Dear Mr. McCullough:

The State Highway Commission at its meeting on March 12, 1945, approved the following extensions of time, all without penalty:

Contract No. 2291, Tom Lillebo, extended from December 31, 1942, to December 7, 1944.

Contract No. 2671, Oscar E. Joelson, extended from January 31, 1945, to February 1, 1945.

Very truly yours,

sl

Secretary.

cc: G. S. Paxson
S. H. Probert

RECEIVED
MAR 16 1945
FOR FILING

308-A-1

March 15, 1945

Mr. Tom Lillebo,
Reedsport,
Oregon.

Dear Sir:

The State Highway Commission, at its meeting on March 12, 1945, granted you the extension of time requested, from December 31, 1942 to December 7, 1944, without penalty, in connection with Contract No. 2591 for the Goshen Pleasant Hill Bridges on the Willamette Highway in Lane County.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Joe Secretary

cc: Mr. K.D.Lytle

NOTED ON CARD
JEO 3/15

RECEIVED
MAR 12 1945
FOR FILING

308 A-1

March 9, 1945

Rodgers Insurance Agency, Agents,
Glens Falls Indemnity Co. of New York,
Title & Trust Building,
Portland 4, Oregon.

Gentlemen:

You are hereby notified that state highway contract No. 2501 for construction of bridges on the Goshen-Pleasant Hill Section of the Willamette Highway in Lane County, has been completed by the contractor, Tom Zillebo, and that final payment in the amount of $6,233.05 will be made on or after March 19, 1945.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

For your information, we wish to advise that the total amount of the contract is $56,024.23 and that no force account work was performed therein. This contract was completed on December 7, 1944 but has not yet been accepted; however, we anticipate that the Commission will accept it at the next meeting, in which event final payment will be made on or after March 19th, 1945.

This notice is served upon you since you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

jec

SENT
3/9/45

RECEIVED
MAR 5 1945
FOR FILING

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

308-A-1

Salem, Oregon
March 5, 1945

SUBJECT: Extension of time on the Goshen Pleasant Hill Bridges on the Willamette Highway in Lane County

To:

Mr. R. H. Baldock
State Highway Engineer
Office

Dear Sir:

Herewith request for an extension of time for the completion of the Goshen Pleasant Hill Bridges on the Willamette Highway in Lane County, Contract No. 2591, Tom Lillebo, contractor. This request is accompanied by the consent of the surety company and by the concurrence of the Public Roads Administration in the recommended time extension.

The contract completion date on this project was December 31, 1942. Included in the contract was the removal of the existing bridge on the old highway. Considerable difficulty was experienced in obtaining material due to the shortage occasioned by the war effort. However, all work other than the removal of the old bridge and the painting of the new bridge was completed on March 26, 1943. The grading and surfacing of the new road connecting with the new bridge was not completed until the summer of 1944. When the new road was opened to traffic, the bridge contractor returned and removed the old bridge, completing his work on December 7, 1944.

In view of these circumstances it is recommended that a time extension from December 31, 1942, to and including December 7, 1944, be granted without penalty to the contractor.

Very truly yours,

G. S. Paxson
Bridge Engineer

GSP GM
Attached

cc W. A. Reeves
J. W. Nash

FORM S-12[illegible] SM 5-43

COMMISSIONERS
T. H. BANFIELD, CHAIRMAN
PORTLAND
ARTHUR W. SCHAUPP, MEMBER
KLAMATH FALLS
MERLE R. CHESSMAN, MEMBER
ASTORIA

RECEIVED
SEP 1 1943
FOR FILING

OREGON
STATE HIGHWAY COMMISSION
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
C. S. McCULLOUGH
ASSISTANT STATE HIGHWAY ENGINEER
J. M. DEVERS
CHIEF COUNSEL
H. B. GLAISYER
SECRETARY

August 25, 1943

308-A-1

U. S. Fidelity & Guaranty Co.
1112 Morgan Bldg.
Portland, Oregon

Attention: Mr. B. Spalding

Gentlemen:

In Mr. Glaisyer's absence, I am replying to your letter of August 20, relative to the amount owing to Mr. Tom Lillebo as of June 30, 1943.

As of June 30, 1943, we were indebted to Mr. Lillebo as follows:

1. For work done to June 15 on
Contract No. 2568..... $13,474.85

2. For work done to May 15 on
Contract No. 2591..... 4,033.05

$17,507.90

During the period, June 15 to August 15, the earnings of Mr. Lillebo on Contract No. 2568 amounted to $3,183.00. Our records do not show how much of this $3,183.00 was earned as of June 30, but apparently Mr. Lillebo reported the whole of it as having been earned as of that date.

There may have been some earnings on Contract No. 2591, subsequent to May 15, but, as no estimates have come in from the field since May 15, such earnings were probably small.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

NOTED
H. R. GLAISYER

SHP:ER

cc to H. B. Glaisyer

MONTE P. CHESS
KENNETH E. VAIL
THOMAS W. SCHANNEP
PORTLAND
J. H. BANFIELD, CHIEF
COMMISSIONER
BEB

Mr. Probert.

Work has not started on Contract 2633, Umpqua River Bridge unit 8-UC-13.
Contract Bid was $14,535.00,

Contract 2568, Harrisburg Bridge Approaches:

The Contractor has earned to June 15th	= $96,172.13.
Amount paid Contractor to June 30, 1943	= 82,697.68
Amount due Contractor	= $ 13,474.85

* This amount includes a retained percentage of 7½% or $ 1,690.80.

Contract 2594 — Goshen - Pleasant Hill Bridge.

Earned in last estimate (May 15, 1943).	53,305.35
Amt paid Contractor to June 30, 1943.	49,272.30
Balance due	$ 4,033.05.

Total Amt due to June 15.	17,507.90.
(July est. Cont 2568)	3,183.00
	$ 20,690.90 ✓

UNITED STATES FIDELITY AND GUARANTY COMPANY

PORTLAND OFFICE

1112 BEDELL BUILDING, PORTLAND, OREGON

TELEPHONE: ATWATER 8511

W. TALBOT SINCLAIR
Manager

GEORGE S. WOODWORTH
Superintendent of Claims

August 20,1943

Oregon State Highway Commission
Salem, Oregon

Re: Mr. Tom Lillebo
Reedsport, Oregon

Gentlemen:

We have a financial statement of Mr. Tom Lillebo as of June 30, 1943. Mr. Lillebo, through his signature to this statement, has granted authority to any individual, firm or corporation to furnish this company, upon our request, with any information concerning this financial statement or pertaining to his financial standing, credit or manner of meeting obligations.

In view of this, we will appreciate it if you will verify that Mr. Lillebo had coming from you the sum of $20,690.50, on June 30,1943.

We have no reason to believe that the figure given us is not correct, but it is our practice to secure verifications of all financial statements furnished us.

We enclose a stamped, self-addressed envelope for your convenience in replying and wish to thank you for your cooperation.

Very truly yours,

B. Spalding

Surety Department

BVS
Enc.

REFERRED TO
Mrs. Smith
BY SECRETARY

Check on this with Reeves + get information so I can answer.
WWS

RECEIVED
AUG 21 1943
STATE HIGHWAY COMMISSION

RECEIVED
NOV 10 1942
FOR FILING

308-A-1

Nov. 9, 1942.

Public Roads Administration,
P. O. Box 3900,
Portland, Oregon.

Gentlemen:

We are enclosing an application, Form PR-14, for a quantity of lumber to be used on the Secret Ranch Bridge, Project Oregon SH-FAP 308 A(1).

Very truly yours,

R. H. BALDOCK,

CHIEF ENGINEER.

RECEIVED
NOV 10 1942
FOR FILING

308-A-1

Nov. 9, 1942.

Public Roads Administration,
P. O. Box 3900,
Portland, Oregon.

Gentlemen:

We are enclosing an application, Form PR-1A, for a quantity of lumber to be used on the Coast Fork Bridge, Project Oregon SN-FAP 308 A(1).

Very truly yours,

R. H. BALDOCK,

CHIEF ENGINEER.

CLASS OF SERVICE DESIRED			
TELEGRAM	X	ORDINARY	
DAY LETTER		URGENT RATE	
SERIAL		DEFERRED	
OVERNIGHT TELEGRAM		NIGHT LETTER	
SPECIAL SERVICE		SHIP RADIOGRAM	

Patrons should check class of service desired; otherwise the message will be transmitted as a telegram or ordinary cablegram.

COPY OF
WESTERN UNION TELEGRAM

SALEM OREGON NOV 2 1942

MR GEORGE W CASPERSEN
WAR PRODUCTION BOARD
ROOM 301 439 NINTH STREET N W
WASHINGTON D C

WPB S 238 CONTRACT FOR COAST FORK BRIDGE ON GOSHEN PLEASANT HILL SECTION OF SPRINGFIELD WILLAMETTE RIVERSIDE PROJECT NUMBER OREGON 88 PAP 308-A (2) 275 M-FBM of DOUGLAS FIR TIMBER ONE CARGOE LUMBER WAS REQUIRED OF WHICH 143 M-FBM has been DELIVERED. REQUEST THAT YOU RELEASE THE REMAINING 132 M-FBM REQUIRED TO COMPLETE PROJECT. PILING RANGE FROM SIX INCHES BY EIGHT INCHES TO FOURTEEN INCHES BY SIXTEEN INCHES PROJECT HAS PREFERENCE RATING OF P 10 3 SERIAL NUMBER 197035 YOU ALLOTTED TIMBERFORT ORDER CONTRACTOR BOOTH KELLY LUMBER COMPANY SPRINGFIELD OREGON PRODUCER LUMBER NEEDED IMMEDIATELY.

R H BALDOCK
CHIEF ENGINEER
OREGON STATE HIGHWAY COMMISSION

Copies to
Comptroller
Auditor
Files ✓
R.H.Clymer
Paul Stevens, West Coast Lumbermen's Assn.
Hoge Lumber Bldg., Portland, Ore.(2)

308-A-1

October 9, 1942

The District Engineer
War Department
628 Pittock Block
Portland, Oregon

Dear Sir:

This department now has under construction a bridge over the Coast Fork of the Willamette River on the Willamette Highway southeast of Eugene. The contract for the structure was awarded early this summer, but has been seriously delayed due to the difficulty of obtaining lumber. We will not be able to complete the structure before the high-water season.

The old bridge which this structure replaces is badly decayed, and it has been necessary to place falsework under this span. Any high water in the Coast Fork of the Willamette River will endanger this falsework. The site of the structure is below the flood control dam which you have recently completed. Anything which your organization can do in controlling the flood water at the site will be greatly appreciated. It is probable that with exceptionally close control of the flood water in this stream we may be able to carry the falsework until such time as the new structure is completed.

Very truly yours,

R. H. Baldock
Chief Engineer

CHF CH
cc S. S. Parsons

F.H.-A-1

Charge to the account of OREGON STATE HIGHWAY COMMISSION $

CLASS OF SERVICE DESIRED			
DOMESTIC		CABLE	
TELEGRAM		ORDINARY	
DAY LETTER		URGENT RATE	
SERIAL		DEFERRED	
OVERNIGHT TELEGRAM		NIGHT LETTER	
SPECIAL SERVICE		SHIP RADIOGRAM	

Patrons should check class of service desired; otherwise the message will be transmitted as a telegram or ordinary cablegram.

WESTERN UNION

1217-B

A. N. WILLIAMS, PRESIDENT
NEWCOMB CARLTON, CHAIRMAN OF THE BOARD
J. C. WILLEVER, FIRST VICE-PRESIDENT

CHECK
ACCOUNTING INFORMATION
TIME FILED

Send the following telegram, subject to the terms on back hereof, which are hereby agreed to

SALEM, OREGON
SEPTEMBER 5, 1942

WANT A REPLY?
"Answer by WESTERN UNION" or similar phrases may be included without charge.

PUBLIC ROADS ADMINISTRATION
316 NEW POST OFFICE BUILDING
PORTLAND, OREGON

CONTRACT FOR COSHEN-PLEASANT HILL SECTION, OREGON SN-PAF 308-A (1), INCLUDES WILLAMETTE RIVER BRIDGE, WHICH REQUIRES 313 M-FBM STRUCTURAL GRADE LUMBER. FIFTY-SIX M-FBM HAVE BEEN DELIVERED. REQUESTED THAT YOU OBTAIN RELEASE ON FD-423 FOR REMAINING 297 M-FBM OF STRUCTURAL GRADE DOUGLAS FIR IN SIZES FROM 3 INCHES BY 10 INCHES TO 14 INCHES BY 16 INCHES. PROJECT HAS P-19-e, SERIAL NO. 19709-E. TOM LILLEBO, REEDSPORT, OREGON, CONTRACTOR. SOUTH-COLLE LUMBER COMPANY, EUGENE, OREGON, PRODUCER. LUMBER NEEDED IMMEDIATELY, WITH COMPLETION OF DELIVERY IN 60 DAYS. DANGER OF HIGH WATER MAKES IMMEDIATE ACTION IMPERATIVE.

R. H. BALDOCK, CHIEF ENGINEER
OREGON STATE HIGHWAY DEPARTMENT

GSF CH
CC CONFIRMATION
G. S. PAXSON
AUDITOR
FILES

RECEIVED
JUL 30 1942
FOR FILING

208-A-1

July 29, 1942

Mr. Tom Lillebo
Reedsport, Oregon

Dear Sirs

By express we are forwarding to you a fully executed copy of contract No. 2591 awarded to you on July 1, 1942, for the construction of bridges on the Goshen-Pleasant Hill Section of the Willamette Highway, in Lane County.

This copy is for your records and files.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

MM

NOTED
D.G. DeSart

RECEIVED
JUL 30 1942
FOR FILING

308-H-1

July 29, 1942

Glens Falls Indemnity Co. of New York
Rodgers Insurance Agency
Title and Trust Building
Portland, Oregon

Gentlemen:

We are sending to you today, by express, a fully executed copy of contract No. 2591 awarded to Mr. Tom Lillebo on July 1, 1942, for the construction of bridges on the Goshen-Pleasant Hill Section of the Willamette Highway, in Lane County.

This copy is being sent to you since you appear as surety on the bond and is for your records and files.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

NOTED
D. G. DeSart

RECEIVED
JUL 6 1942
FOR FILING

308-A-1'

July 3, 1942

Mr. Tom Lillebo
Reedsport, Oregon

Dear Sirs

We are sending you today, by express, four copies of contract No. 2591 which was awarded to you on July 1, 1942, by the State Highway Commission covering the construction of a bridge over the Coast Fork of the Willamette River and three pile trestle bridges on the Goshen-Pleasant Hill Section of the Willamette Highway, in Lane County.

Will you kindly execute all four copies of this contract as to agreement and bond and return them to this office for approval by the State Highway Commission. When this has been done a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the paragraph under Section 7, Page 13, of the printed General Provision, relating to the Workmen's Compensation Act. You are expected to accept the terms of this Act and to carry on your work under this contract in strict conformance thereto.

Your attention is also called to the paragraph on the same page relating to the payment by the contractor of amounts due hospital association, et cetera.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

NOTED
D.G. DeSart

RECEIVED
OCT 1 1942
FOR FILING

202-B-1

E-591

July 1, 1942

Mr. Tom Lillebo
Reedsport, Oregon

Dear Sir:

Confirming my telegram to you of this date, the State Highway Commission has today awarded to you the contract for the construction of a bridge over the Coast Fork Willamette River and three pile trestle bridges on the Goshen-Pleasant Hill Section of the Willamette Highway, in Lane County. This award was based on your low bid of $53,774.00, submitted on June 4, 1942.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

HH

cc - S. H. Probert

G. S. Paxson

CLASS OF SERVICE DESIRED

DOMESTIC		CABLE	
TELEGRAM	X	ORDINARY	
DAY LETTER		URGENT RATE	
SERIAL		DEFERRED	
OVERNIGHT TELEGRAM		NIGHT LETTER	
SPECIAL SERVICE		SHIP RADIOGRAM	

Patrons should check class of service desired; otherwise the message will be transmitted as a telegram or ordinary cablegram.

COPY OF WESTERN UNION TELEGRAM

SALEM, OREGON, JULY 1, 1942

MR. TOM LILLEBO
REEDSPORT, OREGON

STATE HIGHWAY COMMISSION AWARDED YOU TODAY CONTRACT FOR CONSTRUCTION OF BRIDGE OVER COAST FORK WILLAMETTE RIVER AND THREE PILE TRESTLE BRIDGES ON GOSHEN-PLEASANT HILL SECTION, WILLAMETTE HIGHWAY, IN LANE COUNTY, BASED ON YOUR LOW BID SUBMITTED ON JUNE 4, 1942. CONTRACT FORMS FOLLOW SHORTLY.

H. R. GLAISYER, SECRETARY
STATE HIGHWAY COMMISSION

RECEIVED
Jul 3 - 1942
COMMISSION

RECEIVED
JUL 3 1942
FOR FILING

CONFIRMATION

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

Public Roads Administration

DISTRICT ONE

8010-20 Oregon

DAY LETTER

Portland, Oregon
July 1, 1942

R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

THIS IS TO CONFIRM AWARD OF CONTRACT TODAY FOR OREGON SN-FAP 308-A(1)
COBURG-PLEASANT HILL SECTION TO C. J. WILSON ON ROADWAY AND TO TOM LILLEBO
ON BRIDGES

Lynch

Paid Gov't Rate

RECEIVED
JUL 3 1942
STATE HIGHWAY COMMISSION

RECEIVED
APR 20 1942
FOR FILING

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

308-A-1

April 9, 1942

POST OFFICE BUILDING
PORTLAND, OREGON

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We have been requested to furnish the following additional information on the Willamette River Bridge, Oregon SN-FAP 308-A (1), Goshen-Pleasant Hill Section of the Willamette Highway:

1. Statement of the estimated cost and value of critical materials required for the Willamette River Bridge, the three minor bridges, and the roadway portion, showing amounts separately for each unit.

2. Feasibility of constructing the Willamette River Bridge at this time, and constructing temporary connections to the existing road.

3. Location and condition, including information regarding width and safe loading capacity, of the three bridges to be replaced by the three new trestle spans described on Sheet 2 of Form PR.1-PA. By reference to the sketch map attached to the project statement, we find that only two bridges of more than 20-foot clear span are shown within the limits of the section of 3.96 miles now proposed for construction. A sketch map showing the location of the old bridges and the proposed location of the new bridges would be helpful.

We would appreciate receipt of this information at your early convenience.

The above confirms my telephone conversation with you this afternoon.

Very truly yours,

W. H. LYNCH
District Engineer

See reply by Baldock dated Apr. 14.

Letter of Apr. 11th filed on 308-A-1 - Contract #2590

RECEIVED
AUG 3 1942
FOR FILING

May 27, 1942

Mr. W. H. Lynch
District Engineer
Public Roads Administration
Post Office Box 3900
Portland, Oregon

Dear Sir:

In accord with the request contained in your letter of May 21, 1942, we are enclosing herewith three copies of form PR-46 for each of the structures on the Goshen-Pleasant Hill Section, Project No. SM-PAP 308-A (1).

Very truly yours,

R. H. BALDOCK
Chief Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

Encl.

May 21, 1942

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

P. S. & B. submitted for Oregon Federal Aid Project [illegible] (1), Scheduled-Siletz Hill Section of the Willamette Highway, are generally satisfactory and are being recommended for approval, subject to final review and approval by the Commissioner of Public Roads. This is your authority to advertise for bids.

Mark (Separate PR-1j6 forms were not submitted for each bridge as required but one combined form. Please send us the forms prepared correctly.

There may be difficulty in securing material for treated timber culverts and consideration should be given to the use of other types.

Concurrence in award must be withheld pending granting of a preference rating to the project, the receipt of certificate that all necessary right of way or right of entry has been secured, and approval of the use of the State-furnished reinforcing steel.

Very truly yours,

W. H. LYNCH
District Engineer

Copy sent to Parsons
Lkf

PR 46
Bridge (Coast Fork Willamette River)

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

Sheet 2 of 9 Sheets

Estimate of Materials Required for Roadway
(To Accompany P.S. & E.)

Starting Date (Est.) June 15, 1942 State Oregon

Completion Date (Est.) Dec. 31, 1942 Project No. [illegible]

Estimated Total Cost Bridge $ 37,139.30 Length: Miles .089

Code	Material Item	Unit	Quantity	Code	Material Item	Unit	Quantity
1	Cement	Bbl.	160	6	Metal culvert pipe	Lb.	
2	Aggregates	Cy.		7	Reinforcing steel	Lb.	7,000
3	Bituminous mat.	Gal.		8	Structural steel	Lb.	
4	Lumber	M.	200	10	Explosives	Lb.	
5	Timber piling	Lft.	1,300				

PR 46

Bridge (Sta. 83+18 to 83+85)

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

Sheet 3 of 3 Sheets

Estimate of Materials Required for Roadway
(To Accompany P.S. & E.)

Starting Date (Est.) June 15, 1942 State Oregon

Completion Date (Est.) Dec. 31, 1942 Project No. ORE-WAP 308-A (1)

Estimated Total Cost Bridge $ 4,530.90 Length: Miles .014

Code	Material Item	Unit	Quantity	Code	Material Item	Unit	Quantity
1	Cement	Bbl.		6	Metal culvert pipe	Lb.	
2	Aggregates	Cy.		7	Reinforcing steel	Lb.	
3	Bituminous mat.	Gal.		8	Structural steel	Lb.	
4	Lumber	M.	30	10	Explosives	Lb.	
5	Timber piling	Lft.	540				

FR 46

Bridge (Sta. 165+93 to 166+88)

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

Sheet 4 of 5 Sheets

Estimate of Materials Required for Roadway
(To Accompany P.S. & E.)

Starting Date (Est.) June 15, 1942 State Oregon

Completion Date (Est.) Dec. 31, 1942 Project No. [illegible] 706-A (1)

Estimated Total Cost Bridge $ 5,768.48 Length: Miles .018

Code	Material Item	Unit	Quantity	Code	Material Item	Unit	Quantity
1	Cement	Bbl.		6	Metal culvert pipe	Lb.	
2	Aggregates	Cy.		7	Reinforcing steel	Lb.	
3	Bituminous mat.	Gal.		8	Structural steel	Lb.	
4	Lumber	M.		10	Explosives	Lb.	
5	Timber piling	Lft.					

PR 46

Bridge (Sta. 203+62 to 206+37)

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

Sheet 1 of 1 Sheets

Estimate of Materials Required for Roadway
(To Accompany P.S. & E.)

Starting Date (Est.) June 15, 1942 State Oregon

Completion Date (Est.) Dec. 31, 1942 Project No. SM-VAP 306-A (1)

Estimated Total Cost Bridge $ 5,758.40 Length: Miles .018

Code	Material Item	Unit	Quantity	Code	Material Item	Unit	Quantity
1	Cement	Bbl.		6	Metal culvert pipe	Lb.	
2	Aggregates	Cy.		7	Reinforcing steel	Lb.	
3	Bituminous mat.	Gal.		8	Structural steel	Lb.	
4	Lumber	M.		10	Explosives	Lb.	
5	Timber piling	Lft.					

209-1017 Lower Bridge-Terrebonne Section
Lower Bridge-Terrebonne Co. Road
#2592 1942

209-1017

RECEIVED
SEP 15 1942
FOREMEN'S

R. H. BALDOCK

September 14th, 1942

FINAL COST ANALYSIS

Lower Bridge-Terrebonne Section — Lower Bridge-Terrebonne County Road
Prefix #209-1017 — Babler Brothers, Contractors — Contract #2592
A. A. Fossen, Resident Engineer

Item	Cost	Quantity	Unit	Unit Cost	Unit Bid	Gross Revenue
Preparation of Base	$164.37	6.40	Miles	$25.68	$400.00	$2,560.00
Furnishing & Placing 3/4"-0 Cinders in Binder Course	1,241.60	1,360.0	Cu. Yd.	0.91	0.50	680.00
Placing Aggregates	1,156.68	1,332.0	" "	0.87	1.50	1,998.00
Hauling Aggregates	880.60	4,447.0	Yd. Mi.	0.20	0.20	889.40
Furnish & Place RC-3 Asphalt	5,001.20	202.83	Ton	24.66	25.00	5,070.75
Furnish & Place SC-6 Asphalt	3,570.80	144.64	"	24.69	26.00	3,760.64
PA #1, Sprinkling	171.63	244.2	M-Gal.	0.70	2.50	610.50
PA #2, Purchase SC-6 in Bbls.	35.04	1.49	Ton	23.52	21.00	31.29
	$12,221.92					$15,600.58

Gross Revenue	$15,600.58
Total Cost	12,221.92
Net Profit	$3,378.66

Net Profit Equals 21.7% of Gross Revenue

Lower Bridge-Terrebonne

Detail of Cost

Labor:					
Supervision (Lloyd Babler)				$200.00	
Labor				2,088.07	
State Industrial Accident Insurance				112.76	
Social Security & Unemployment Insurance				83.52	
					$2,484.35
Materials:					
RC-3 Asphalt	202.83	Tons	at $10.08	$2,044.63	
SC-6 "	146.13	"	" 10.08	1,472.99	
Freight on Asphalt	348.96	"	" 9.27	3,236.41	
					6,754.03
Equipment Rental, Supplies & Misc.:					
Equipment Rental (Includes Repairs)				$1,933.00	
Gas, Oil and Grease				226.61	
Small Tools & Misc. Supplies				130.65	
Bond				69.28	
Home Office & General Overhead - 4%				624.00	
					2,983.54
T o t a l					$12,221.92

Lower Bridge-Terrebonne Section

Remarks:

This was a "State Project" which the contractor bid and received the award of on July 23rd, 1942, started operations on July 28th, and finished August 7th, 1942. The contractor brought in a small oiling outfit consisting of boiler, retort, 1 ten-ton roller, 1 #12 blade, 1 distributor, 1 one-half cu. yd. shovel 2 oil tenders and six 4 cu. yd. trucks. As the contractor was working at Redmond at the time no move in cost was chargeable against the job, and this materially lowered his costs throughout. A profit was made on all bid items except cinders, and the loss shown on this item is directly traceable to the contractor. Due to his mistake in reading the proposal correctly, the bid price was figured only for loading and placing, as he thought the bid for hauling aggregates included haul for cinders.

The roadbed was in very good condition as a whole, only about one mile needing attention, and preparation costs were very low. The placing of mineral aggregates showed a very nice profit as little hand work was necessary, but hauling costs were rather high as was the furnishing and placing of the RC-3 and SC-6 asphalt. These costs, which are higher than this contractor ordinarily has for these items, are traceable to the small crew carried, which caused some hold-up time.

This job was well bid, had very good supervision and labor and showed an excellent profit.

E. H. Clymer
Cost Analyst

By . . C. E. Paulsen

RECEIVED
AUG 28 1942
FOR FILING

209-1017

August 28, 1942

General Casualty Company of America
Dooly and Company, Agent
Board of Trade Building
Portland, Oregon

Gentlemen:

You are hereby notified that State Highway contract No. 2592 for work on the Lower Bridge-Terrebonne Section of the Lower Bridge Terrebonne County Road, in Deschutes County, has been completed by the contractors, Babler Brothers, and that final settlement will be made on or after September 8, 1942.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you since you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the contractor in connection with this contract will be $15,600.58, including final payment, and that no force account work was performed therein. This contract was completed on August 13, 1942, and accepted by the Commission August 27, 1942.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

MM

RECEIVED
AUG 24 1942
FOR FILING

201-1017

August 24, 1942

General Casualty Co.of America
Dooly and Company
Board of Trade Building
Portland, Oregon

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to Babler Bros., on contract No. 2592 covering oiling on the Lower Bridge-Terrebonne Section of the Lower Bridge Terrebonne County Road, in Deschutes County. This payment, in the amount of $14,850.58, will be made on or after September 3, 1942. The retained percentage is $750.00.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

Kindly acknowledge receipt of this letter.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

MM

NOTED
D.G. DeSart

Form E-1—SM—8-41

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending August 15 1942, 19

Section Lower Bridge Terrebonne — Kind of work Oiling

Highway Lower Bridge Terrebonne County Road — Section prefix 209-1017

Contractor Babler Bros. — Contract number 2598

Date of contract July 23 1942, 19 — Date of completion September 30 1942, 19

Date work started July 27 1942, 19 — Estimated date of completion , 19

Amount of contract . . . . . $ 13856. — Per cent of time elapsed %

Estimated cost of completed project, exclusive of engineering $15600.58

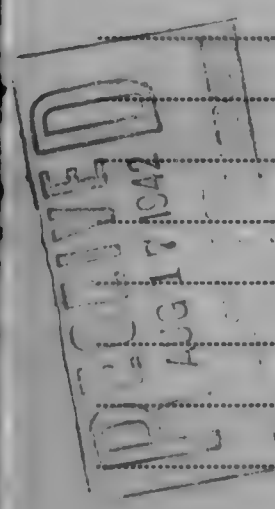
Per cent of contract completed, based on total contract price . . . . . 100 %

Engineering cost to date, $ 350., 2.3 % — Date project was completed August 13 1942, 19

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Maintenance work on the project continued from Sunday through Thursday.

Semi-final estimate submitted to the Bend Division Office on Aug.15.



Signed A A Dosser

Address 1290-Wall St Bend

NOTED
E. M. BOOTH

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project				6.6	
Miles partially completed					
Miles completed				6.4	
Total estimated quantities				1860 cy agg 322 T Asph	
Estimated quantities moved or placed to date			completed	2692 cy agg 347.47 T Asph	
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day				1	
Hours per shift				8	
Average force on project for week				2	

Percentages of men employed on contract to be secured from:

..... County, ...%; ..... County, ...%; ..... County, ...%; ..... County, ...%;

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men	2						2
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ....., Power graders 1, Rollers 1, Mixers ....., Crushing or screening plants .....

Compressors ....., Bulldozers ....., Sheet-foot rollers ....., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Fair		
Monday	and		
Tuesday			
Wednesday	warm		
Thursday	all		
Friday	week		
Saturday			

STATE PRINTING DEPT.

109-G

August 12, 1942

Mr. H. A. Lynch
Redmond, Oregon

Contract 2592

Dear Mr. Lynch:

I wish to thank you for your letter of August 11, advising that the Terrebonne-Lower Bridge Road is nearly completed and inviting me to attend the luncheon next Tuesday with the Redmond Chamber of Commerce.

I would very much enjoy being present, but my present plans do not contemplate my being in that area.

It has seemed to take a long period of time in order to get this project completed, but often times these things move slowly. I can assure you that I am pleased that the project is now nearing completion and will shortly be completed, and sincerely hope that this Department and the contractor are doing a good job.

Very truly yours,

R. H. BALDOCK
Chief Engineer

By

Oscar Cutler
Asst. Staff Engineer

OC:ms

109-6

M. A. LYNCH, PRES. M. F. ROBERTS, V. P.

Lynch & Roberts

THE QUALITY STORE

REDMOND, OREGON

J. R. ROBERTS, SECRETARY-TREASURER

8/11/42,

Mr Oscar Cuttler,
State Highway Dept,
Salem Ore.
Dear Mr Cuttler,

The contractors are finishing the lower bridge road and it looks quite swell to us, to merrily state that we appreciate this project does not express our feeling even in a small way, its just a life saver for as this mine operation is getting bigger all the time and means more trade and more business for all the county. I want to thank you personally for the interest you have taken and the help given in the completion of the road. The Redmond Chambe. have invited the County Court to have lunch with them next tuesday and should you find it convenient you surely would be welcome, if not this tuesday any other tuesday that you might be near us.
I would like the oppertunity to drive over the road with you the first time you have the chance.
With kindest personal regards,
I beg to remain,

Very truly, Yours.

M A Lynch

[illegible] in strict conformance thereto.

[illegible] attention is also called to the paragraph on the [illegible] to the payment by the contractor of amounts [illegible] compilation, et cetera.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

NOTED
D. C. DeBard

RECEIVED
JUL 27 1942
FOR FILING

207-1017

July 25, 1942

Babler Brothers
4617 S. E. Milwaukie Avenue
Portland, Oregon

Gentlemen:

We are sending you today, by express, four copies of contract No. 2592 which was awarded to you on July 23, 1942, by the State Highway Commission covering oiling on the Lower Bridge-Terrebonne Section of the Lower Bridge-Terrebonne County Road, in Deschutes County.

Will you kindly execute all four copies of this contract as to agreement and bond and return them to this office for approval by the State Highway Commission. When this has been done a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the paragraph under Section 6, Page 15, of the printed General Provision, relating to the Workmen's Compensation Act. You are expected to accept the terms of this Act and to carry on your work under this contract in strict conformance thereto.

Your attention is also called to the paragraph on the same page relating to the payment by the contractor of amounts due hospital association, et cetera.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

NOTED
D. G. DeSart

RECEIVED
JUL 25 1942
FOR FILING

209-1017

July 24, 1942

Babler Brothers
4617 S. E. Milwaukie Avenue
Portland, Oregon

Gentlemen:

The State Highway Commission, on July 23, 1942, awarded you the contract for oiling the Lower Bridge-Terrebonne Section of the Lower Bridge-Terrebonne County Road, in Deschutes County. This award was based on your low bid of $13,856.00, submitted on that date.

Contract forms will be sent to you for execution within a few days.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

MM

cc - S. H. Probert
G. S. Pearson

109-G

July 14, 1942

Honorable C. L. Allen
County Judge of Deschutes County
Bend, Oregon

Dear Judge:

I regret that I have been unable to get over to Bend as I had expected to do during the first half of July.

I understand the Terrebonne-Lower Bridge Project is practically ready for the placing of the oil by the State, and the State is calling for bids at the meeting of the Commission on July 23.

I am sure that if a satisfactory bid is received the work ~~xxx~~ be completed this season. However, if no bids are received for the project, some method will have to be worked out whereby the State can get the work completed.

Very truly yours,

R. H. BALDOCK
Chief Engineer

By

Oscar Cutler
Asst. Staff Engineer

OCrme

REFERRED TO
Mr. Cutler
By Chief Engineer

Ok to file
getting ahead!

Ready for oiling about July 15th

RECEIVED
JUN 15 1942
FOR FILING

NOTED
State Highway Engineer

THE OROMITE COMPANY

TERREBONNE
OREGON

209-1017

2592

June 4, 1942

te Highway Commission
gon

Mr. R. H. Baldock, Chief Engineer

will acknowledge and thank you for your June 1, 1942, to which was attached copy eement entered into between the State of Oregon and Deschutes County in connection with the Terrebonne-Lower Bridge Road.

We are very pleased to see that action is taking place in connection with the road and assure you that it is greatly appreciated. Our business which is largely of a defense nature is very active at the present time and the road in its present condition is a considerable handicap to our operations.

We shall be very pleased to cooperate in any way we can with either the State Highway Commission or the County Court in furthering the completion of this project.

Very truly yours,

THE OROMITE COMPANY

McKinley Stockton

McKinley Stockton
General Superintendent

NOTED
State Highway Engineer

MS:dag

RECEIVED
JUN 16 - 1942
STATE HIGHWAY COMMISSION

THE OROMITE COMPANY

TERREBONNE
OREGON

RECEIVED
JUN 1 5 1942
FOR FILING

209-1017

2592

June 4, 1942

Oregon State Highway Commission
Salem, Oregon

ATTENTION: Mr. R. H. Baldock, Chief Engineer

Dear Sir:

This will acknowledge and thank you for your letter of June 1, 1942, to which was attached copy of the agreement entered into between the State of Oregon and Deschutes County in connection with the Terrebonne-Lower Bridge Road.

We are very pleased to see that action is taking place in connection with the road and assure you that it is greatly appreciated. Our business which is largely of a defense nature is very active at the present time and the road in its present condition is a considerable handicap to our operations.

We shall be very pleased to cooperate in any way we can with either the State Highway Commission or the County Court in furthering the completion of this project.

Very truly yours,

THE OROMITE COMPANY

McKinley Stockton

McKinley Stockton
General Superintendent

NOTED
State Highway Engineer

MS:dag

RECEIVED
JUN 6 - 1942
STATE HIGHWAY COMMISSION

June 1, 1942

C>A 621

Mr. McKinley Stockton, Manager
Diolite Corporation
Terrebonne, Oregon

Dear Sir:

For your information we are sending you a copy of the revised agreement which was entered into by Deschutes County and the State Highway Commission, for the construction of the Terrebonne-Lower Bridge Road.

This revised agreement was made necessary by the fact that the Federal Public Works Agency froze the federal secondary funds previously made available for this road construction.

The work contemplated under this revised agreement, however, will I think give you a very satisfactory road from the Lower Bridge to Terrebonne.

Very truly yours,

R. H. BALDOCK
Chief Engineer

By

Oscar Cutler
Asst. Staff Engineer

OCtms

Encl.

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APR 13 1942
FOR FILING
09-1017

SALEM
April 13, 1942

Terrebonne-Lower Bridge Road Project
and
Scales at Lebanon

Mr. R. H. Baldock

This note is simply to remind you that a written agreement with Deschutes County is to be prepared covering construction of the Terrebonne-Lower Bridge Road project. This may have been done but I have not seen it as yet.

This is also to remind you that you are to have an investigation made of the location of the state scales at Lebanon. A Mr. Fred Lemery reported at the March 19 meeting of the Commission that the scales are in the wrong location and that it is difficult and dangerous, under recent conditions, for logging trucks to get weighed. You told him that you would have the matter investigated.

HBG:AH

Secretary

RECEIVED
MAR 28 1942
FOR FILING

209-1017

Salem
March 26, 1942

Terrebonne-Lower Bridge Road

Mr. H. G. Smith

Mr. S. H. Probert

The Deschutes County Court conferred with the Commission at its meeting on March 19 in regard to the Terrebonne-Lower Bridge Road. It was decided that the county would complete the grading work and surface the road to the top of the hill above the Oromite plant. The state will then oil the entire section. The county is to be given credit for the surfacing work on some other county project later. This is to be covered by appropriate agreement between the county and the state.

JH:MC

R. H. Baldock
Chief Engineer

RECEIVED
JUN 3 1942
FOR FILING
209-1017

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem
March 18, 1942

Subject:

To: Mr. R. H. Baldock
Chief Engineer
O f f i c e

NOTED
State Highway Engineer

Dear Sir:

On Monday, March 16, I went over the Terrebonne-Lower Bridge Road in Deschutes County with the county court and county roadmaster.

The Deschutes County Court, with other representatives from Redmond, plan to appear before the Commission on Thursday, March 19.

The county court advised that they are in financial difficulties, due to the fact that approximately $6,000.00 of the anticipated receipts from the forest highway funds have been withdrawn, and the county will not receive them. For this reason they are appearing before the Commission to see if some plan can be worked out where approximately one mile of grading can be deferred, and the money which would be expended for this grading be expended for surfacing and oiling.

Very truly yours,

Oscar Cutler

Oscar Cutler
Assistant Staff Engineer

OC:me

RECEIVED
MAR 19 1942
FOR FILING

209-1017

March 17, 1942

Mr. M. A. Lynch
Redmond, Oregon

Dear Sir:

In regard to the Terrebonne-Lower Bridge Section which we agreed to improve in cooperation with the County, I wish to advise that we have had several conferences with the members of the County Court, but no definite decision has been made with respect to the method of finishing the surfacing.

On account of the difficulty of securing priorities for such a job, it does not seem advisable to attempt to contract the work. The County has tentatively considered doing the surfacing with its forces if a method can be found to finance it, the State to do the oiling by state forces.

Suggest you contact the County Court and see what it can do.

Very truly yours,

R. H. Baldock
Chief Engineer

RHB:EK
cc Mr. H. S. Smith

OREGON STATE HIGHWAY COMMISSION

AGENDA
MAR 19 1942

M. A. LYNCH, Pres. M. F. ROBERTS, V. P. **Lynch & Roberts** J. R. ROBERTS, Secretary-Treasurer

THE QUALITY STORE

REDMOND, OREGON

RECEIVED
MAR 16 1942
ENGINEER

3/11/42,

Mr R,H,Baldock,
State Highway Engineer,
Salem Ore,
Dear Mr Baldock,

We are anxiously watching the progress by the county on the Terrebonne, Lowerbridge road and think they are doing a pretty good job of grading.
I would like to know if every thing is still going through as per schedule on the road and get the finishing touches early this summer.
With kindest personal regards I beg to remain,
Very truly Yours,

M A Lynch

STATE HIGHWAY COMMISSION

REFERRED TO
M G Smith
by Chief Engineer

REFERRED TO
[illegible]
by Chief Engineer

R

RECEIVED
JUL 15 1942
FOR FILING
209-1017
2592

AGENDA
MAR 19 1942
2b

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 17th, 1942

Subject: Terrebonne-Sisters County Road

To: Mr. R. H. Baldock
Chief Engineer
O f f i c e

209-1017

L

Dear Sir:

At a recent meeting of the Commission, we were instructed to consider a modification of plans on the Terrebonne-Sisters County Road in Deschutes County, to enable the County to surface the road with their own forces. It was thought that this could be done by the use of cinders and screened gravel. It is my recommendation, however, that the oiling be done by contract or by state forces.

The estimated total cost of the surfacing and oiling is $26,250, of which the oiling amounts to about $10,000.

I am attaching hereto the revised specifications.

Very truly yours,

H. G. Smith
Construction Engineer

HGS:AR
Enc.

cc to: H. B. Glaisyer

REFERRED TO
By Chief Engineer

R

L

FORM E-30 20M 9-41

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Bend, Oregon
February 9, 1942

Subject: Terrebonne-Lower Bridge Section
Terrebonne-Sisters County Road

To: Mr. H. G. Smith
Construction Engineer
Salem, Oregon

Dear Sir:

Enclosed is the following data on the revised specifications for the Terrebonne-Lower Bridge Section of the Terrebonne-Sisters County Road in Deschutes County:

2 Copies Special Provisions
3 Copies Engineer's Estimate
3 Copies Engineer's Computations
3 Copies of Statement of Material Sources

These specifications are made up according to our telephone conversation of a few days ago. This was due to the county asking if we could not make the specification where screened materials could be used, which would permit them to use their equipment. A 2" layer of 3/4" - 0 screened material has been specified for the road surface, also the 0-30 has been estimated as using screened materials instead of crushed materials.

Very truly yours,

W. E. Chandler
Division Engineer

WEC:gh
Encl.

FEB 10 1942

ENGINEER'S ESTIMATE

TERREBONNE-LOWER BRIDGE MARKET ROAD
DESCHUTES COUNTY FEBRUARY 1942

1.	Cinders in Base	6,550 cu. yds.	@	0.30	1,965.00
2.	Gravel in Base	5,350 cu. yds.	@	0.30	1,605.00
3.	Hauling Cinders	9,000 yd. mi.	@	0.10	900.00
4.	Hauling Gravel	7,650 yd. mi.	@	0.10	765.00
5.	3/4" - 0" Screened Gravel in leveling course	5,700 cu. yd.	@	1.10	6,270.00
6.	Sprinkling	1,000 M. Gal.	@	1.25	1,250.00
7.	Preparation of Base	6.63 Miles	@	100.00	663.00
8.	3/4" - 0" Screened Gravel in Binder Course	1,000 cu. yd.	@	1.10	1,100.00
9.	Furnishing and Placing Aggregates	1,230 cu. yd.	@	1.75	2,152.50
10.	Furnishing and Placing RC-4 Asphalt	190 tons	@	22.00	4,180.00
11.	Furnishing and Placing SC-6 or 151-200 Asphalt	105 tons	@	22.00	2,310.00
12.	3/4" - 0" Material in stockpile	650 cu. yds.	@	1.10	715.00
		Total			23,875.50
		Engineering and Contingencies			2,374.50
		GRAND TOTAL			$26,250.00

ENGINEER'S COMPUTATIONS
TERREBONNE-LOWER BRIDGE MARKET ROAD

1. Cinders in Base (Sta. 157 - 350+21)

$$\frac{19,321 \times 25 \times .333}{27} = 5,957 \text{ cu. yds.} + 10\% = 6,550 \text{ cu. yds.}$$

2. Gravel in Base (Sta. 0+00 - 157)

$$\frac{15,700 \times 25 \times .333}{27} = 4,840 \text{ cu. yds.} + 10\% = 5,350 \text{ cu. yds.}$$

3. Hauling Cinders:

Average Haul = 1.25 miles

6,550 cu. yds. x 1.25 mi. + 10% = 9,000 yd. mi.

4. Hauling Gravel:

Average Haul = 1.3 miles

5,350 cu. yds. x 1.3 mi. + 10% = 7,650 yd. mi.

5. 3/4" - 0" Screened Gravel in Leveling Course:

$$\frac{35,021 \times 24 \times .1667}{27} = 5,189 \text{ cu. yds.} + 10\% = 5,700 \text{ cu. yds.}$$

8. 3/4" - 0" in Binder Course:

$$\frac{35,021 \times 23}{9} = 89,495 \text{ sq. yds.}$$

89,495 sq. yds. x.010 = 895 cu. yds. + 10% = 1,000 cu. yds.

9. Furnishing & Placing Aggregate (0-30 spec.):

3/4" - ½" = 6.63 mi. x 94 yds. + 5% = 660 cu. yd.

½" - ¼" = 6.63 mi. x 47 yds. + 5% = 330 cu. yd.

¼" - 0" = 6.63 mi. x 35 yd. + 5% = 240 cu. yd.

Total 1,230 cu. yd.

10. Furnishing & Placing RC-4 Asphalt:

89,495 sq. yds. x 0.50 gal. = $\frac{44,747}{259}$ gal. = 173 tons + 10% = 190 tons

11. Furnishing & Placing SC-6 or 151-200 Asphalt (0-30 spec. - 20' wide):

6.63 mi. x 14.17 tons = 94 tons + 10% = 105 tons

J. Cruger

TERREBONNE-LOWER BRIDGE SECTION
TERREBONNE-SISTERS COUNTY ROAD IN DESCHUTES COUNTY
6.63 Miles Surfacing & Oiling

Work to be Done

TIME AND PLACE OF RECEIVING BIDS

Bids for the work described below will be received by the State Highway Commission of the State of Oregon, in the Auditorium of the Public Service Building in Portland, Oregon, at nine o'clock A. M. (9:00 A.M.) on the ____ day of _____ 1942.

Standard Specifications to Apply:

The base shall be constructed in accordance with the Standard Specifications

DESCRIPTION OF WORK

The work for which bids are to be received, and the work to be done under the contract, if awarded, consists of the following work on the Terrebonne-Lower Bridge Section of the Terrebonne-Sisters County Road in Deschutes County:

1. Construction of 6.63 miles of pit-run gravel and/or pit-run cinder base.
2. Construction of 6.63 miles of oil mat wearing surface (Type O-30).
3. Furnishing 650 cubic yards crushed gravel in stockpiles.
4. Performance of such additional and incidental work as is called for by the specifications and plans.

Gravel 4 inches

The west end of the project is at Station 0+00 (Mile Point 6.63), which Station is on the south side of the Deschutes River at a point approximately one-third (1/3) of a mile south of Lower Bridge across the Deschutes River. The east end of the project is at Station 350+20.9 (Mile Point 0.00), which Station is at the junction with The Dalles-California Highway at a point about one-fourth (¼) of a mile north of Terrebonne. The total length of the project is 6.63 miles.

Cinder deposit in the ... miles distant from the highway at M.P. 6.62 (Station 2+50).

CLASS OF PROJECT

The project to which this contract applies is a "State Project." It is to be financed by the State without aid from the Federal Government.

DATE OF COMPLETION

The work to be done under this contract shall be completed not later than _____

Unless otherwise ordered by the engineer, the material to be used at any given location shall be obtained from the source which is closest to the given location.

Development of Sources: **GRAVEL AND CINDER BASE**

Work to be Done:

Under this specification the contractor shall construct a base of pit-run gravel and pit-run cinders throughout the entire length of the project and on such approach roads and road connections as are designated by the engineer.

Standard Specification to Apply:

The base shall be constructed and paid for in accordance with the Standard Specification for "Rock Base-Specification 'B'," as given in Section 18 of the Standard Specifications form, except as that specification is supplemented and modified by the provisions which follow.

Cross Section and Number of Courses:

The gravel and cinder base shall be of the cross sections shown on the plans, and shall be constructed in courses as listed below:

Station to Station	Kind of Material	Compacted Thickness
0+00 - 157+00	Gravel	4 inches
157+00 - 350+21	Cinders	4 inches

Kind, Quality and Source of Materials:

The materials to be used in the construction of the "Gravel and Cinder Base" shall be durable and otherwise suitable pit-run gravel and pit-run cinders obtained from the following described sources:

1. Gravel deposit on the west side of and .35 mile distant from the highway at M.P. 6.62 (Station 2+50).
2. Gravel deposit on the south side of and 0.30 mile distant from the highway at M.P. 5.46 (Station 63).
3. Cinder deposit on the south side of and 0.35 miles distant from the highway at M.P. 1.04 (Station 314).

Unless otherwise ordered by the engineer, the material to be used at any given location shall be obtained from the source which is closest to the given location.

Development of Sources:

The expense of opening up, developing and operating the above described sources, including the clearing and grubbing, the wasting of unsuitable materials (if any are encountered) and the constructing and maintaining of hauling roads, shall be borne by the contractor.

Construction Details:

The base shall be constructed in the manner specified in the Standard Specification, except that no filler material will be required.

Measurement and Payment:

The basis of measurement and payment for the construction of the gravel and cinder base will be as specified in the Standard Specification for "Rock Base, Specification 'B'," except as follows:

(a) The pay items will be as follows:

1. Cinders in base
2. Gravel in Base
3. Hauling cinders
4. Hauling gravel
5. Sprinkling

(b) The basis of measurement and payment for items 1 and 2 of the above listed pay items shall be made at the price bid per cubic yard for "Cinders in Base" and "Gravel in Base," respectively, which price shall be understood to include and cover all work and expense involved in the furnishing and placing of the base materials as specified, except the hauling of the materials.

(c) Payment for the hauling of the base materials from the points of excavation to the points of deposit will be made at the price bid per yard mile for "Hauling Cinders" and "Hauling Gravel," respectively, it being understood that the haul distances will be measured in half-mile units, fractional half-miles being allowed for as full half-miles.

(d) The pay quantities of items 1 and 2 listed above will be determined by measurement of the materials in their original position prior to excavation.

(e) Payment for the stripping of overburden from the cinder and gravel deposits shall be understood to be covered and included in the price bid for "Cinders in Base" and/or "Gravel in Base" and no separate or additional payment will be made for it.

(f) Measurement and payment for such sprinkling work as the engineer may order done will be made as specified hereinafter under the heading of royalty or "Sprinkling."

Details of Construction: SCREENED GRAVEL LEVELING COURSE

Work to Be Done: Under this specification, the contractor shall construct a screened gravel leveling course throughout the length of the project and on such road connections and approach roads as the engineer may designate.

Standard Specifications to Apply: The screened gravel leveling course shall be constructed and paid for in accordance with the Standard Specification for "Rock Base--Specification 'B'," as given in Section 18 of the Standard Specification form, except as that specification is supplemented and modified by the provisions which follow.

Thickness and Number of Courses: The thickness of the leveling course shall be no greater than is necessary to level and smooth up the base. It should nowhere exceed two (2) inches.

Kind and Quality of Materials: The rock leveling course shall be constructed of screened gravel graded from dust to a maximum size of three-quarters (3/4) inch."

That part of the material used in the construction of the leveling course which passes the No. 40 sieve (U.S. Series) shall, when subjected to the Standard Method of

determining the Plasticity Index of Soils (A.A.S.H.O. Method T-91), show a plasticity index not exceeding six (6).

Acceptable Sources of Materials: Gravel suitable for use in the manufacture of screened gravel for use in the leveling course is obtainable from the following described source:

Stand. Gravel deposit on the south side of and 0.30 mile distant from the highway at M.P. 5.46 (Station 63).

Acquisition of Source: The above described source will be made available to the contractor without payment of royalty or other charge.

Details of Construction:

The screened gravel leveling course shall be constructed in the manner specified in the standard specification, except that no filler materials will be required hereinafter.

Measurement and Payment: The basis of measurement and payment for the construction of the screened gravel leveling course will be as follows:

(a) The bid items will be as follows:

3/4" - 0" screened gravel in leveling course.

2. "Sprinkling."

(b) The unit of payment for 3/4" - 0" screened or crushed gravel shall be per cubic yard measured in hauling vehicle at the points of deposit. To facilitate measurement in this manner, the contractor shall, by striking off or by some other satisfactory means, bring the top of each load to a level surface, with all corners completely filled.

(c) Such sprinkling as the engineer may order will be paid for as specified hereinafter under the heading "Sprinkling."

BITUMINOUS BINDER COURSE

Work to be Done: Under this specification, a binder course of bituminous cement and 3/4" - 0" screened gravel shall be applied on the surface of the screened gravel base throughout the entire length of the project.

Standard Specifications to Apply: The applying of the bituminous binder course shall be performed and paid for in accordance with the Standard Specification for "Oil Mat Wearing Surface," as given in Section 26 of the Standard Specification form, except as that specifipation is supplemented and modified by the provisions which follow.

Bituminous Cement: The bituminous cement to be used in the binder course shall be RC-4 Asphaltic Road Material conforming with the specifications for that grade of asphalt as given hereinafter following the "Miscellaneous Provisions" on the page titled "Specifications for Asphaltic Road Materials--December 1940."

Aggregates: The cover material or aggregates to be used in the binder course shall be 3/4" - 0" screened gravel of the same size, kind and quality as is hereinbefore specified for use under the heading "Screened Gravel Leveling Course."

Source of Material: Gravel of suitable quality is available from the same sources and under the same conditions as hereinbefore specified under the heading "Screened Gravel Leveling Course," and subheadings "Acceptable Sources of Material" and "Acquisition and Development of Sources."

Preparation of Base: The subgrade shall be prepared as specified in the Standard Specifications except that where the base materials which form the subgrade are not firmly bound, the windrowing and brooming work shall be omitted.

Details of Application:

After the subgrade has been prepared as above specified, cutback asphalt shall be applied at the rate of 0.40+0 to 0.50 gallon per square yard. The spread of cutback asphalt shall be followed immediately with a spread of 3/4" - 0" crushed rock, the spread to be made at the rate of 0.008 to 0.010 cubic yards per square yard.

The spread of 3/4" - 0" crushed rock shall be smoothed with a blade grader, and while the blading is in progress, additional material shall be added as may be necessary to insure complete coverage and smooth surface. The course shall then be rolled until thoroughly compacted, after which it shall be allowed to "Set" for a period of not less than five (5) days before commencing the construction of the oil mat wearing surface.

The binder shall be applied in either two or three spreads, no spread to be less than eight (8) feet in width, the total width of the application to be twenty three (23) feet.

Measurement and Payment:

The pay items in connection with the application of the bituminous binder course shall be as follows:

1. Preparation of Base.
2. 3/4" - 0" Screened Gravel in Binder Course.
3. Furnishing and placing RC-4 Asphalt.
4. Sprinkling.

Payment for these items, when made at the prices bid for them, shall comprise full and complete payment for the application of the bituminous binder course, in accordance with the foregoing specifications, and no special or additional payment will be made for any work or materials that are called for by the specifications or that are required to produce the specified results.

The basis of measurement and payment for items 1, 3 and 4 of the above listed pay items shall be the same as is specified for corresponding items in the Standard Specifications.

Payment for the furnishing, hauling and spreading of the 3/4"-0" screened gravel material used in the binder course will be made at the price bid per cubic yard for Index "3/4"-0" Screened gravel in Binder Course," the basis of measurement and payment to be the same as hereinbefore specified for "Screened Gravel in Leveling Course."

Work to be Done: **OIL MAT WEARING SURFACE, TYPE O-30**

Under this specification, the contractor shall construct an oil mat wearing surface (Type O-30) over the entire length of the project and on all road approaches, driveways and road connections within the limits of the project.

Standard Specifications to Apply:

The construction of the oil mat wearing surface shall be performed and paid for in accordance with the standard specification for "Oil Mat Wearing Surface," as given in Section 26 of the standard specification form, except as that specification is supplemented and modified by the provisions which follow.

Width of Treatment:

The width of the oil mat wearing surface on the main roadbed and road connections will be twenty (20) feet. The wearing surface on road approaches shall be constructed to the lines, grades and widths ordered by the engineer.

Bituminous Cement:

The bituminous cement to be used in the wearing surface shall be SC-6 or 151-200 Asphaltic Road Material conforming with the specifications for that grade of asphalt as given hereinafter following the "Miscellaneous Provisions" on the page titled "Specifications for Asphaltic Road Materials--December 1940."

Kind and Quality of Aggregates:

The aggregates to be furnished under this specification shall be furnished by the contractor and shall be clean screened or crushed gravel which shall conform to the requirements set forth in the standard specification form, except as thos requirements are supplemented and modified by the provisions which follow.

That part of the ¼" - 0" size of aggregate which passes the No. 40 sieve (U. S. Sieve series) shall, when subjected to the Standard Method of Determining the Plasticity Index of Soils (A.A.S.H.O. Method T-91) show a plasticity index not exceeding six (6).

Source of Gravel:

Gravel of suitable quality is available from the same source and under the same conditions as hereinbefore specified under the heading "Screened Gravel Leveling Course," and under the subheadings "Acceptable Sources of Rock" and "Acquisition and Development of Sources."

Table of Details for Oil Mat Wearing Surface:

The rates of spreading, the order of spreading and other details applicable to the oil mat wearing surface to be constructed shall be as specified in Section 26, Table No. 2 of the standard specification form, except that the rate of application of bituminous cement shall be from .325 to .400 gallon per square yard as the engineer may direct.

Sizes and Quantities of Aggregates:

The sizes and approximate quantities of materials to be furnished by the contractor for use in constructing the oil mat wearing surface shall be as indicated by the following table:

Size	Approximate quantity Cubic Yards
3/4" - ½"	660
½" - ¼"	330
¼" - 0"	240
Total	1,230

Determination of Sizes:

Contrary to all conflicting provisions that may appear elsewhere in these special provisions or in the standard specifications applicable to this contract, the sizes of screened materials to be furnished for use in the oil mat wearing surface shall, except as hereinafter otherwise specified, be determined by means of laboratory screens having

ROUND OPENINGS. Wherever it is indicated that a screened material is to pass a screen of a given size or is to be retained on a screen of a given size, or that a certain percentage is to pass a screen of a given size, or is to be retained on a screen of a given size, it shall be understood (except in the case of the ¼ inch screen) that the screen referred to is a laboratory screen having ROUND OPENINGS of the size specified or indicated. Only in the case of the ¼-inch size of screen is the screen to be a screen having square openings.

Measurement and Payment:

The basis of measurement and payment for the construction of the oil mat wearing surface shall be as follows:

(a) The pay items will be:

1. Furnishing and Placing Aggregates.
2. Furnishing and Placing SC-6 or 151-200 Asphalt.
3. Sprinkling.

(b) No separate or additional payment will be made for the preparing of the base as it is understood that the cost thereof is covered and included in the price bid for the item "Preparation" as hereinbefore listed as a pay item under the heading "Bituminous Binder Course."

(c) The basis of measurement and payment for items 2 and 3 shall be the same as stated for corresponding items in the standard specification. Item 1 shall be paid for at the price bid per cubic yard for "Mineral Aggregate in Place" and is to be measured in the hauling vehicle at the place of deposit.

(d) Screen rejection material shall be disposed of as hereinafter specified under the heading "Disposition of Screen Rejections."

SPRINKLING

All sprinkling work ordered by the engineer shall be performed and paid for as specified in the standard specification for "Sprinkling" as given in Section 21 of the standard specification form.

For the performance of sprinkling work, the contractor shall have on the work, available for use as and when required, a 1500-gallon sprinkling truck or sprinkling equipment of equivalent capacity.

Specification form for "Crush[illegible] MATERIALS IN STOCKPILE

Standard Specification to Apply:

The materials to be furnished in stockpiles shall be furnished in accordance with the standard specification for "Crushed Materials in Stockpiles--Specification 'A'," as the same is given in Section 22 of the standard specification form, except as that specification is supplemented and modified by the provisions which follow.

Kind and Quality of Materials:

The materials to be furnished in stockpile under this contract shall be screened gravel of the same size (3/4" - 0"), kind and quality as the materials used in the "Screened Gravel Leveling Course," and "3/4" - 0" Material in Binder Course." The conditions applying to the taking of materials from the source used shall also be the same as apply to the taking of materials for the "Leveling Course."

Tentative Plan of Distribution:

The "Tentative Plan of Distribution" of materials to which reference is made in the Standard Specification and on which the contractor is to base his bid prices shall be as follows:

The material shall be stockpiled at the site located approximately 0.30 miles south of Station (63), M.P. 5.46.

Preparation of Stockpile Site:

The site for the stockpile shall be cleared, leveled and otherwise prepared in accordance with the instructions of the engineer. The work involved in the preparing of the site shall be performed by the contractor and shall be classified as "Extra Work," payment for the same to be made on the force account basis described in the standard specification form.

Measurement and Payment:

Except as otherwise herein specified, the basis of measurement and payment for the screen gravel furnished under this contract shall be as stated in the Standard Specification form for "Crushed Materials in Stockpile, Specification 'A'," as given in Section 22 of the Standard specification form. The pay item shall be as follows:

1. 3/4" - 0" Crushed Rock in Stockpile

DISPOSITION OF SCREEN REJECTIONS

Screen rejections and other by-products of the crushing and screening operations shall be disposed of in accordance with the provisions given in Articles 10-17 and 23-15 of the Standard Specification form and/or in accordance with the supplemental provisions given in the paragraphs which follow.

If any of the materials referred to in the foregoing paragraph are ordered by the engineer to be used as filler, as a part of the base courses, surfacings and/or shoulders, or as leveling and smoothing courses on the roadway, they shall be so used, the manner in which the materials are incorporated in the work to be as the engineer directs.

Payment for the loading, hauling one-half (½) mile and placing of the materials on the roadway as specified will be made at the price of twenty-five cents ($0.25) per cubic yard, the pay item designation to be "Screen Rejections on Road."

Payment for that part of the hauling of the materials as is in excess of one-half (½) mile will be made at the price of eight cents (~~$0.08~~ 0.10) per yard mile, the pay item designation to be "Hauling Screen Rejections on Road."

In the determination of net pay haul quantities, the overall haul distances will be measured from the points of loading to the places of deposit in half-mile units, fractional half-miles being allowed for as full half-miles. The volumes of materials placed on the road as specified, both as a basis for determining the pay quantities of "Screen Rejections on Road" and the pay quantities of "Hauling Screen Rejections on Road" will be measured in the trucks or other conveyances at the points at which the materials are deposited on the road.

MISCELLANEOUS PROVISIONS

Time for Performance of Oiling Work:

The construction of the oil mat wearing surface shall be done only during warm and dry weather and, unless otherwise ordered by the engineer, shall not be commenced prior to May 15, 1942.

Crushing of Materials:

Nothing in the foregoing provisions shall be so construed as to prevent the contractor from crushing all oversize material, should he so desire.

In the event that the contractor elects to crush the oversize materials, standard specifications applicable to the type material to be crushed shall apply.

RECEIVED
MAR 4 1942
FOR FILING

209-1017

THE OROMITE COMPANY

TERREBONNE
OREGON

March 2, 1942

RECEIVED
MAR 3 - 1942
STATE HIGHWAY COMMISSION

Mr. R. H. Baldock, Chief Engineer
Oregon State Highway Commission
Salem, Oregon

SUBJECT: Roads
REFERENCE: Your letter of February 2, 1942.

Dear Mr. Baldock:

Having just returned to Terrebonne from a long business trip, I am in receipt of your letter of February 2, 1942, in connection with the question of the Terrebonne-Lower Bridge road.

I note that Mr. A. L. Gossman, our executive Vice President, has already acknowledged your letter, but I wish also to add my thanks to his for the information you have given.

The road has been very bad this winter, and we certainly appreciate the effort now being made to put it into shape. If in any way we can be of help to the State Highway Commission or to the County Court in furthering the completion of this project, we shall be very pleased to give such assistance.

NOTED
State Highway Engineer

We have been in touch with the County Court and will continue to work with them in every way possible.

Again thanking your for the assistance you have given,

Yours very truly,

THE OROMITE COMPANY

McKinley Stockton

McKinley Stockton
General Superintendent

MS:dag

THE OROMITE COMPANY
SUITE 500
756 SOUTH BROADWAY
LOS ANGELES
CALIFORNIA

February 9, 1942

RECEIVED
FEB 11 1942
STATE HIGHWAY COMMISSION

Mr. R. H. Baldock, Chief Engineer
Oregon State Highway Commission
Salem, Oregon

Dear Mr. Baldock:

We wish to acknowledge your letter of February 2nd addressed to our General Superintendent, Mr. McKinley Stockton, and we greatly appreciate the information you have given us in connection with the surfacing of the Terrebonne-Lower Bridge road.

We do hope it will be possible to surface this road at an early date because the transportation problem over this road, particularly the way it has been, has been very hard on tires, cars and trucks. Due, now, to the shortage of rubber, this problem is becoming even a greater question, and, therefore, we hope some sort of arrangements can be made to surface this road at an early date.

If there is anything we can do either through your good office or with the County Court at Bend, Oregon, please do not hesitate to let us know. We are most anxious to see everything is done to bring this, if at all possible, to a successful conclusion.

Thanking you again, we are,

Very truly yours

THE OROMITE COMPANY

A. L. Gossman
Vice President

ALG:C

NOTED
State Highway Engineer

RECEIVED
FEB 13 1942
FOR FILING

Adm
Petitions
Deschutes Co.

THE OROMITE COMPANY
SUITE 500
756 SOUTH BROADWAY
LOS ANGELES
CALIFORNIA

February 9, 1942

RECEIVED
FEB 11 1942
STATE HIGHWAY COMMISSION

Mr. R. H. Baldock, Chief Engineer
Oregon State Highway Commission
Salem, Oregon

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Very truly yours

THE OROMITE COMPANY

A. L. Gossman

A. L. Gossman
Vice President

ALG:C

NOTED
State Highway Engineer

RECEIVED
FEB 3 1942
FOR FILING
Const
Projects
County Road

February 2, 1942

Mr. McKinley Stockton, Manager
DicAlite Corporation
Terrebonne, Oregon

Dear Sir:

With reference to the construction of the Terrebonne-Lower Bridge Road, extending from Terrebonne to the Dicalite Plant on the Deschutes River, I wish to advise as follows:

You are familiar with the agreement made by Deschutes County and the State Highway Commission with regard to the construction of this road.

The Federal-aid secondary funds have been frozen by the Federal Government, and from what we can learn, such funds will not be released until the war is over.

The members of the County Court of Deschutes County have been contacted and they advised that they will proceed with the grading and, if satisfactory arrangements can be made, will also place a surfacing upon the road, and the State Highway Department will then oil the road next summer by state forces.

I regret that the original agreement cannot be carried out at this time, due to the fact that federal funds will not be available. The Highway Commission has assured the county officials that when Federal-aid secondary funds are available an equivalent amount will be spent on some other road. Suggest you contact the county officials and discuss this matter with them.

Very truly yours,

R. H. Baldock
Chief Engineer

RHB:hl
cc Mr. Oscar Cutler

109-G

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN
PORTLAND
HURON W. GLOUGH, MEMBER
CANYONVILLE
HERMAN OLIVER, MEMBER
JOHN DAY

OREGON
STATE HIGHWAY COMMISSION

R. H. BALDOCK, CHIEF ENGINEER
C. B. McCULLOUGH, ASS'T CHIEF ENGINEER
J. M. DEVERS, CHIEF COUNSEL
M. B. GLAISYER, SECRETARY

SALEM

February 2, 1942

IN REPLY PLEASE
REFER TO FILE NO.

Mr. McKinley Stockton, Manager
Diolite Corporation
Terrebonne, Oregon

Dear Sir:

With reference to the construction of the Terrebonne-Lower Bridge Road, extending from Terrebonne to the Diolite Plant on the Deschutes River, I wish to advise as follows:

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Very truly yours,

R. H. Baldock
Chief Engineer

RHB:hl
cc Mr. Oscar Cutler

RECEIVED
JAN 26 1942
FOR FILING

209-1017

Salem
January 24, 1942

Mr. H. G. Smith

At the last meeting of the State Highway Commission Ole Grubb, County Commissioner of Deschutes County appeared regarding the Terrebonne Lower Bridge road.

Please arrange to work up specifications for oiling of this road so that the county can furnish the material for it.

C. B. McCullough

JH:CM

cc. Oscar Cutler

109-G

COPY

January 15, 1942

The Dalles 031774

Commissioner
General Land Office,
Washington, D. C.

Through, Register, The Dalles

Dear Sir:

Deschutes County, Oregon, having made application under Section 17 of the Federal Aid Highway Act of November 9, 1921 (42 Stat. 212), Serial The Dalles 031774, for a right-of-way 400 ft. in width through public lands in Townships 14 S., Ranges 12 and 13 E., W.M., Oregon, hereby petitions to amend this application as follows:

1. That the application be considered under 2477 Revised Statutes and not the Federal Aid Highway Act of November 9, 1921.

2. That the grant not exceed 100 feet on each side of the center line of survey, Drawing 6 B-1-19 filed September 11, 1941, 12:40 P. M. in The Dalles Land Office.

Very truly yours,

DESCHUTES COUNTY COURT, OREGON

By _____
C. L. Allen, County Judge

Jan 19th

Attest:

Judge Allen advised by phone that Deschutes County will secure R/W from Federal Gov't.

_____
Member, County Court
Deschutes County, Oregon

109-G

COPY

January 15, 1942

The Dalles 031774

Commissioner
General Land Office,
Washington, D. C.

Through, Register, The Dalles

Dear Sir:

Deschutes County, Oregon, having made application under Section 17 of the Federal Aid Highway Act of November 9, 1921 (42 Stat. 212), Serial The Dalles 031774, for a right-of-way 400 ft. in width through public lands in Townships 14 S., Ranges 12 and 13 E., W.M., Oregon, hereby petitions to amend this application as follows:

1. That the application be considered under 2477 Revised Statutes and not the Federal Aid Highway Act of November 9, 1921.

2. That the grant not exceed 100 feet on each side of the center line of survey, Drawing 6 B-1-19 filed September 11, 1941, 12:40 P. M. in The Dalles Land Office.

Very truly yours,

DESCHUTES COUNTY COURT, OREGON

By _____
C. L. Allen, County Judge

Jan 19th

Attest:

Judge Allen advised by phone that Deschutes County will secure R/W from Federal Gov't.

_____
Member, County Court
Deschutes County, Oregon

RECEIVED
DEC 10 1941
FOR FILING

209-1017

December 10, 1941

Hon. C. L. Allen
County Judge
Deschutes County
Bend, Oregon

Dear Sir:

In answer to your inquiry concerning the cost of graveling the Terrebonne-Lower Bridge County Road, Market Road #4, this is estimated to cost about $15,000.

Our agreement provided that if you were to do the grading, we would let a contract for surfacing and oiling, estimated to cost about $35,000. It has been our intention to let the contract for the surfacing and oiling operations as soon as you had finished the grading.

Permit me to suggest, that the County bid upon the work when it is advertised. Please advise us how soon you could do the work, which will have a bearing on the time that we will take the bids.

If you have any more definite proposition to make, I am sure the Commission would be pleased to consider it at its next meeting, on December 16. Please advise if you wish an appointment.

Very truly yours,

R. H. Baldock
Chief Engineer

RHB/am

cc - H. G. Smith

C. L. McCAULEY, SHERIFF
MABLE G. LIVESAY, COUNTY CLERK
R. A. FERGUSON, TREASURER
J. A. FOUNTAIN, ASSESSOR

C. L. ALLEN, COUNTY JUDGE
E. E. VARCO, COMMISSIONER
O. W. GRUBB, COMMISSIONER
WINIFRED FULLINGTON, NURSE

J. A. THOMPSON, SCHOOL SUPT.
ROBERT H. FOLEY, DISTRICT ATTY.
C. P. NIEWONGER, CORONER
WILLIAM S. GILBERT, SURVEYOR

DESCHUTES COUNTY
STATE OF OREGON

BEND, OREGON

December 6, 1941

REFERRED TO
H. V. Smith
By Chief Engineer
Please prepare an answer.

RECEIVED
DEC 8 - 1941
STATE HIGHWAY COMMISSION

Honorable R. H. Baldock
Chief Engineer
Oregon State Highway Commission
Salem, Oregon

Dear Mr. Baldock:

Deschutes County is interested in the estimates your department has prepared as to the cost of graveling the Terrebonne-Lower Bridge County Road. Deschutes County is especially well prepared to do graveling, having power shovel and dump trucks. We have thought that perhaps it might be advantageous, both to the Commission and to the county if the county could gravel this road and in turn the State Highway Commission use their oiling equipment to oil some county roads. We suppose that it would be necessary for us, if we are interested, to submit a bid and then later pay the state for any services performed for the county. If the Terrebonne-Lower Bridge Road was finished except for oiling, and the contract was hard to obtain you might do the oiling with your own equipment. If the figures are available, will appreciate your estimate of the cost of graveling this road.

Thanking you for your cooperation and with kind regards, I am,

Yours ~~very~~ truly,

C. L. Allen
County Judge

js

RECEIVED
DEC 8 - 1941

109-G

Salem, Oregon
August 6, 1941

Mr. H. G. Smith
Construction Engineer
O f f i c e

Attention: Mr. Charles Low, Office Engineer

Dear Sir:

For your records, herewith a copy of an agreement executed by the State Highway Commission and the Deschutes County Court with reference to the construction of the Terrebonne-Lower Bridge Road in Deschutes County.

A copy of this agreement has been sent to Division Engineer Chandler.

Very truly yours,

R. H. BALDOCK
Chief Engineer

By

Oscar Outler
Asst. Office Engineer

OO:JF
Encl.

109-G

Salem, Oregon
August 6, 1941

Mr. W. K. Chandler
Division Highway Engineer
1290 Hall Street
Bend, Oregon

Dear Sir:

Herewith one executed copy of an agreement executed by the Deschutes County Court and the Highway Commission for the oiling of the Shevlin Park Road in Deschutes County. Also, one executed copy of agreement between the Highway Commission and the County for the construction of the Terrebonne-Lower Bridge Road.

These agreements are for your records.

Very truly yours,

R. H. BALDOCK
Chief Engineer

By

Oscar Cutler
Asst. Office Engineer

OC:JF
Encl.

Inq-G

August 6, 1941

Honorable C. L. Allen
County Judge
Bend, Oregon

Dear Judge:

For the county's records I am enclosing herewith one executed copy of the agreement between Deschutes County and the State Highway Commission for the oiling of the Shevlin Park County Road. I presume this oiling work has been completed, but this agreement is for the county's records.

I am also enclosing one executed copy of the agreement between Deschutes County and the Highway Commission relative to construction of the Terrebonne-Lower Bridge Road. This is also for the county's records.

Very truly yours,

R. H. BALDOCK
Chief Engineer

By

Oscar Cutler
Asst. Office Engineer

OC:JY
Encl.

109-G.

Salem, Oregon
June 26, 1941

Mr. W. M. Chandler
Division Engineer
State Highway Department
Bend, Oregon

Dear Sir:

Pursuant to your request by radiogram I am sending under separate cover three copies of alignment map of the Terrebonne-Lower Bridge Road and three copies of profile.

Also under separate cover there are being sent to your office for transmittal to the Deschutes County Court three copies of right of way map on which is indicated the right of way required for the construction of the Terrebonne-Lower Bridge Road.

I wish to call attention to the fact that part of this right of way is across Federal-owned land. This should be called to the attention of the Court so that they can make proper provision for the acquisition of this right of way from the Federal government.

Enclosed with this letter are three copies each of right of way descriptions of privately owned land as follows: Oregon and Western Colonization Company, International Mining and Milling Company, the Oromite Company, Oregon and Western Colonization Company, and Deschutes County. One copy of these descriptions is for your records. Please present the other two copies to the Deschutes County Court.

Very truly yours,

R. H. BALDOCK
Chief Engineer

By

Oscar Cutler
Asst. Office Engineer

OC:JF
Encls.

OWNER: OREGON & WESTERN COLONIZATION CO.

All of the North half (N½) of the Southwest quarter (SW¼) of the Northeast quarter (NE¼) of Section 15, Twp. 14 South, Range 12 East, W. M., Deschutes County, containing 20 acres.

Also Hauling Road:

A strip of land 30 feet in width, 15 feet on each side of the following described center line over and across the Northwest quarter (NW¼) of the Northeast quarter (NE¼) of said Section 15.

Beginning at a point which is 40 feet distant Southerly from (when measured at right angles to) the relocated center line of the Terrebonne-Lower Bridge Road at Engineer's Station 63+72.8; said point being 56 feet South and 824 feet East of the North quarter corner of said Section 15; thence South 9° 32' East 676 feet; thence South 19° 10' East 836.4 feet to the North line of the Southwest quarter of the Northeast quarter of said Section 15, containing 0.80 acres.

1R2-1181
-B-32-23

OWNER: OREGON & WESTERN COLONIZATION COMPANY

A parcel of land lying in the North half ($N\frac{1}{2}$) of Section 15, Twp. 14 South, Range 12 East, W. M., Deschutes County, Oregon, and being a portion of the following described property: That tract of land which was conveyed by that certain deed to Oregon & Western Colonization Company recorded in Book 41, Page 20, of Deschutes County Record of Deeds. The said parcel being all that portion of the foregoing described property included in a strip of land of variable width, on each side of the center line of the Terrebonne-Lower Bridge Road as said road has been relocated over and across or adjacent to the said property; the location of the said strip of land (in so far as it encroaches upon said property) being determined by the said center line from Station 29+91.1 to Station 86+24.5 which portion of center line is described as follows:

Beginning at a point which is Engineer's center line Station 29+91.1 opposite and 60 feet distant from which point the Southerly line of the said strip of land intersects the West line of said Section 15; said point being 1194 feet South and 33 feet East of the Northwest corner of Section 15, Twp. 14 South, Range 12 East, W. M.; thence on a 954.93 foot radius curve left (the long chord of which bears North 68° 24' East, 244.88 feet) a distance of 243.53 feet; thence on a spiral curve left (the long chord of which bears North 57° 02' East, 199.90 feet) a distance of 200 feet; thence North 55° 02' East 210.7 feet; thence on a spiral curve right (the long chord of which bears North 54° 02' East, 297.09 feet) a distance of 300 feet; thence on a 318.31 foot radius curve right (the long chord of which bears South 86° 07' 30" East, 108.81 feet) a distance of 109.35 feet; thence on a spiral curve right (the long chord of which bears South 72° 17' East, 99.89 feet) a distance of 100 feet; thence South 69° 17' East 6.7 feet; thence on a spiral curve left (the long chord of which bears South 72° 17' East, 99.89 feet) a distance of 100 feet; thence on a 318.31 foot radius curve left (the long chord of which bears South 89° 19' 30" East 121.75 feet) a distance of 128.7 feet; thence on a spiral curve left (the long chord of which bears North 61° 38' East, 297.09 feet) a distance of 300 feet; thence North 52° 38' 30" East, 484.5 feet; thence on a spiral curve right (the long chord of which bears North 54° 38' 30" East, 199.90 feet) a distance of 200 feet; thence on a 954.93 foot radius curve right (the long chord of which bears North 61° 06' East, 81.92 feet) a distance of 81.94 feet; thence on a spiral curve right (the long chord of which bears North 67° 33' 30" East, 199.90 feet) a distance of 200 feet; thence North 69° 33' 30" East, 180.4 feet; thence on a spiral curve right (the long chord of which bears North 72° 13' 30" East, 199.85 feet) a distance of 200 feet; thence on a 716.19 foot radius curve right (the long chord of which bears North 79° 09' 30" East 39.99 feet) a distance of 40 feet; thence on a spiral curve right (the long chord of which bears North 86° 05' 30" East 199.85 feet) a distance of 200 feet; thence North 88° 45' East 839.1 feet; thence on a spiral curve right (the long chord of which bears North 89° 10' East, 250.00 feet) a distance of 250 feet; thence on a 5729.58 foot radius curve right (the long chord of which bears South 87° 28' 30" East, 304.84 feet) a distance of 305 feet; thence on a spiral curve right (the long chord of which bears South 84° 07' East, 250 feet) a distance of 250 feet; thence South 83° 42' East, 65.2 feet; thence on a spiral curve left (the long chord of which bears South 85° 12' East 299.92 feet) a distance of 300 feet; thence on a 1909.86 foot radius curve left (the long chord of which bears North 89° 40' East, 142.37 feet) a distance of 142.4 feet to Engineer's center line Station 86+24.5 opposite and 18.1 feet distant Northerly from which Station is the Northeast corner of said Section 15.

The widths (in feet) of the strip of land above referred to are as follows:

Station	to Station	Total Width	Width on Southerly Side of Center Line	Width on Northerly Side of Center Line
				50 feet
39+81.4	41+63.5	110 feet	60 feet	40 feet
41+63.5	45+86.0	100 feet	60 feet	40 feet
45+86.0	60+15.0	80 feet	40 feet	200 feet
60+15.0	86+24.5	240 feet	40 feet	

The parcel of land to which this description applies contains 8.28 acres, of which 3.28 acres lie within the existing right of way, title to which hereby is acknowledged to be in the public, and 4.98 acres lie outside of the existing right of way.

OWNER: INTERNATIONAL MINING & MILLING COMPANY

A parcel of land lying in the South half (S½) of the Southwest quarter (SW¼) of Section 11, Twp. 14 South, Range 12 East, W. M., Deschutes County, Oregon, and being a portion of the following described property: That tract of land which was conveyed by that certain deed to International Mining & Milling Co. recorded in Book 82, Page 38 of Deschutes County Record of Deeds. The said parcel being all that portion of the foregoing described property included in a strip of land 400 feet in width, 200 feet on each side of the center line of the Terrebonne-Lower Bridge Road, as said road has been relocated over and across or adjacent to the said property; the location of the said strip of land (in so far as it encroaches upon said property) being determined by the said center line from Station 86+24.5 to Station 115+42.9 which portion of center line is described as follows:

Beginning at a point which is Engineer's center line Station 86+24.5 opposite and 18.1 feet distant Northerly from which point is the Southwest corner of Section 11, Twp. 14 South, Range 12 East, W. M.; thence on a 1909.86 foot radius curve left (the long chord of which bears North 74° 24' 30" East, 884.89 feet) a distance of 841.5 feet; thence on a spiral curve left (the long chord of which bears North 59° 17' East, 299.92 feet) a distance of 300 feet; thence North 57° 47' East 455.6 feet; thence on a spiral curve right (the long chord of which bears North 59° 17' East, 299.92 feet) a distance of 300 feet; thence on a 1909.86 foot radius curve right (the long chord of which bears North 64° 33' East 171.37 feet) a distance of 173.5 feet; thence on a spiral curve right (the long chord of which bears North 70° 27' East, 299.92 feet) a distance of 300 feet; thence North 71° 59' East, 402.5 feet; thence on a spiral curve right (the long chord of which bears North 73° 20' East 147.46 feet) a distance of 147.5 feet to Engineer's center line Station 115+42.9 opposite and 200 feet distant from which station the Northerly line of said strip of land intersects the North and South center line of said Section 11.

The parcel of land to which this description applies contains 25.96 acres, of which 3.45 acres lie within the existing right of way, title to which hereby is acknowledged to be in the public, and 20.51 acres lie outside of the existing right of way.

OWNER: THE CRUMITE COMPANY

A parcel of land lying in the East half (E½) of Section 16, Twp. 14 South, Range 12 East, W. M., Deschutes County, Oregon, and being a portion of the following described property: That tract of land which was conveyed by that certain deed to The Crumite Company recorded in Book 54, Page 190 and Page 581 of Deschutes County Record of Deeds. The said parcel being all that portion of the foregoing described property included in a strip of land 80 feet in width, 40 feet on each side of the center line of the Terrebonne-Lower Bridge Road as said road has been relocated over and across or adjacent to the said property; the location of the said strip of land (in so far as it encroaches upon said property) being determined by the said center line from Station Minus 0-55.5 to Station 30+15.05 which portion of center line is described as follows:

Beginning at a point which is Engineer's Center line Station Minus 0-55.5 which point is in the center of the existing road and the Southerly end of said strip of land; said point being 364 feet South and 654 feet West of the East quarter corner of Section 16, Twp. 14 South, Range 12 East, W.M.; thence on a spiral curve right (the long chord of which bears North 37° 44' West, 548.67 feet) a distance of 550 feet thru an equation to Engineer's Station 5+14.5 P.S.C.; thence on a 1145.92 foot radius curve right (the long chord of which bears North 14° 13' West, 564.14 feet) a distance of 570.00 feet; thence on a spiral curve right (the long chord of which bears North 9° 18' East, 548.67 feet) a distance of 550 feet; thence North 13° 47' East 354.9 feet; thence on a 318.31 foot radius curve right (the long chord of which bears North 36° 21' East, 244.31 feet) a distance of 250.74 feet; thence on a spiral curve right (the long chord of which bears North 78° 35' East 297.09 feet) a distance of 300 feet; thence North 85° 55' East, 301.6 feet; thence on a spiral curve left (the long chord of which bears North 82° 55' East 199.90 feet) a distance of 200 feet; thence on a 954.93 foot radius curve left (the long chord of which bears North 77° 07' 30" East, 93.02 feet) a distance of 93.2 feet to Engineer's center line Station 30+15.1, opposite and 40 feet distant from which Station the Northwesterly line of said strip of land intersects the East line of said Section 16.

The parcel of land to which this description applies contains 5.59 acres, of which 4.19 acres lie within the existing right of way, title to which hereby is acknowledged to be in the public, and 1.40 acres lie outside of the existing right of way.

COUNTY: DESCHUTES COUNTY

All of Block 64 in the town of Hillman now Terrebonne situated in Section 14, Twp. 14 South, Range 13 East, W. M.; containing 44040 Square Feet.

1R1-1558
5B-18-22

109-G

June 20, 1941

Hon. Charles L. Allen
County Judge
Bend, Oregon

Dear Judge:

In line with the understanding of the last Highway Commission meeting relative to construction of the Terrebonne Lower Bridge Road in Deschutes County, we have prepared an agreement covering in general the things discussed and the understanding.

If this agreement meets with your approval, will the Court kindly execute the same, have the Court's signature attested by the county clerk, and send all copies of the agreement to the State Highway Commission, attention of Oscar Cutler, at Salem; after which the Commission will execute the agreement and one copy will be sent to the County for the County's records.

Very truly yours,

R. H. BALDOCK
Chief Engineer

By

Oscar Cutler
Asst. Office Engineer

OC:JT
Encls.

109-G

ENGINEER'S ESTIMATE
LOWER BRIDGE-TERREBONNE SECTION
MARKET ROAD #4

\+ General Excavation varies to a considerable extent based on the following prices:

51,700 cu. yds. [illegible]
9,700 cu. yds. [illegible]

CLEARING, GRUBBING & GRADING

1.	Clearing & Grubbing	Lump Sum			1,000.00
2.	Structural Excavation	100 cu. yds.	at	1.00	100.00
3.	Trench Excavation	55 cu. yds.	"	1.00	55.00
4.+	General Excavation	61,400 cu. yds.	"	0.40	24,560.00
5.	Short Overhaul	68,800 yd. sta.	"	0.005	344.00
6.	Long Overhaul	1,000 "C" yd. sta.	"	0.30	300.00
7.	Finishing Roadbed & Slopes	6.58 miles	"	200.00	1,316.00
8.	12" Corrugated Metal Pipe	66 lin. ft.	"	1.50	99.00
9.	15" Corrugated Metal Pipe	14 lin. ft.	"	2.30	32.20
10.	18" Corrugated Metal Pipe	700 lin. ft.	"	2.50	1,750.00
11.	24" Corrugated Metal Pipe	70 lin. ft.	"	3.50	245.00
		Sub-total			$ 29,801.20

BRIDGE WORK

12.	Renew Bridge Deck	18 M-F. B. M.	"	60.00	1,080.00
		Sub-total			$ 1,080.00

SURFACING

13.	Pit-run Gravel in Base	14,500 cu. yds.	"	0.30	4,350.00
14.	Hauling Gravel	31,500 yd. mi.	"	0.09	2,835.00
15.	Cinders in Base	5,500 cu. yds.	"	0.25	1,375.00
16.	Hauling Cinders	6,300 cu. yds.	"	0.08	504.00
17.	Sprinkling	1,200 M. Gal.	"	1.50	1,800.00
		Sub-total			$ 10,864.00

OIL MAT

18.	Preparation of Base	6.63 miles	"	100.00	663.00
19.	Furnish & Place Aggregates	2,950 tons	"	2.00	5,900.00
20.	Furnishing & Placing RC-3 Asphalt	80 tons	"	22.00	1,760.00
21.	Furnishing & Placing SC-6 Asphalt	150 tons	"	22.00	3,300.00
		Sub-total			$ 11,623.00

MAINTENANCE MATERIAL

22.	3/4"-1/2" Crushed Gravel in Stockpile	2,500 cu. yds.	"	1.00	2,500.00
23.	1/2"-1/4" Crushed Gravel in Stockpile	1,500 cu. yds.	"	1.00	1,500.00
24.	1/4"-0" Crushed Gravel in Stockpile	2,000 cu. yds.	"	1.00	2,000.00
25.	Hauling Crushed Gravel	35,000 yd. mi.	"	0.09	3,150.00
		Sub-total			$ 9,150.00
		Grand Total			$62,518.20
		Engr. & Contg.			$ 6,251.80
					$68,770.00

♦ General Excavation price is a composite price based on the following prices:

51,700 cu. yds. common at $0.20
9,700 cu. yds. solid rock at $1.25

109-G

Salem
November 4, 1940

Mr. R. H. Baldock
Chief Engineer
O f f i c e

Dear Sir:

I have been advised by the County Court of Deschutes County, also by the representatives of the Dicalite Company, that the company will rebuild and has already commenced construction of the Dicalite Company Plant at Lower Bridge, west of Terrebonne in Deschutes County.

Mr. Tom Davis and myself went over this road last week and talked with representatives of the Dicalite Company.

Mr. Davis informed me that he believed the road might qualify as an FAS project, provided the alignment was straightened in a number of places, and Mr. Davis also indicated that he would recommend the project.

I discussed this matter with Judge Allen of Deschutes County, who stated that the county would like to have a survey made as soon as possible, in order that the county could do such grading work as was required this winter and coming spring.

The Judge advised that the county was willing to enter into an agreement relative to the work to be performed by the county and the work to be performed by the State and Federal Government.

Very truly yours,

Oscar Cutler
Asst. Office Engineer

OC:MR

109-G

October 29, 1940

Hon. O. L. Allen
County Judge of Deschutes County
Bend, Oregon

Dear Judge:

In reference to your letter of October 24, relative to certain matters in connection with the Terrebonne-Lower Bridge Road:

I wish to advise that a report on this road was made by me to the Commission, and the matter was also referred to the Public Roads Administration.

Due to the fact that this particular road had not been considered as a potential Federal Aid Secondary Highway until recently, the Public Roads Administration had not given it any consideration.

Mr. T. H. Davis of the Public Roads Administration and myself plan to look the road over in the near future, and if the road meets with the approval of Mr. Davis, we will immediately proceed to take the necessary steps to have it included in the Federal Aid Secondary System.

I do not know when an actual survey will be undertaken on this road, but it probably will not be until the Public Roads Administration indicates approval.

I note that officials of the Diealite Company have definitely decided to rebuild their plant, and I can assure you this action of the company will go a long way toward securing Public Roads Administration approval.

Very truly yours,

R. H. BALDOCK
Chief Engineer

By

Oscar Cutler
Asst. Office Engineer

OC:ME

C. L. McCAULEY, SHERIFF
MABLE G. LIVESAY, COUNTY CLERK
RUTH M. SHEARER, TREASURER
J. A. FOUNTAIN, ASSESSOR

C. L. ALLEN, COUNTY JUDGE
WM. J. BAER, COMMISSIONER
E. E. VARCO, COMMISSIONER
WINIFRED FULLINGTON, NURSE

J. A. THOMPSON, SCHOOL SUPT.
BERT C. BOYLAN, DISTRICT ATTY.
C. P. NISWONGER, CORONER

DESCHUTES COUNTY
STATE OF OREGON
BEND, OREGON

October 24, 1940

Hon. Oscar Cutler
Assistant Engineer
Oregon State Highway Commission
Salem, Oregon

Dear Mr. Cutler:

You will recall that at the August Meeting of the Commission in Portland that the Highway Commission agreed to make a survey of the Terrebonne-Lower Bridge Road before November 1, 1940. The purpose of the survey was to estimate the cost of reconstructing this road and getting it in readiness for oiling. It was anticipated that $15,000 of Federal Secondary Funds would be available for improvement of this road for July 1, 1941, and the Deschutes County Court expressed its willingness to add another $5000, being your estimate of the amount needed to complete the rebuilding and oiling of this road.

The officials of the Oromite Company have now definitely decided to rebuild their plant and they have made inquiry as to when your department will be making this survey.

Your advice in this matter will be greatly appreciated.

Yours very truly,

C. L. Allen, County Judge

CLA:ha

109-G

109-G

M. A. LYNCH, PRES. M. F. ROBERTS, V. P.

Lynch & Roberts

THE QUALITY STORE

REDMOND, OREGON

J. R. ROBERTS, SECRETARY-TREASURER

9/19/40

Mr Oscar Cuttler,
Salem Ore,
Dear Mr Cuttler,

The Diatomite mine poeple from their eastern office have asked their men here for some more pertinent facts regarding the Lower Bridge road, and if its in line would appreciate it if you could tell me how far the department and the Bureau have gone , if any farther action is necessary and what time might work be started in the spring provided the appropiations are made etc .

I am not looking for any information the public is not entitled to but do want to get something that can be presented to these poeple which would assure them that the work is going to be put on the road so they will start work rebuilding the plant.

Very Truly Yours,

M A Lynch

109-G

Salem
September 25, 1940

Mr. W. E. Chandler
Division Highway Engineer
1290 Wall Street
Bend, Oregon

Dear Sir:

I am enclosing herewith the literature which I picked up at the Diatomite Mine Plant at Lower Bridge.

I am through with this, and you expressed a wish to have a copy so I am sending it to you.

Very truly yours,

R. H. BALDOCK
Chief Engineer

By

Oscar Cutler
Asst. Office Engineer

OC:ME

Encl.

109-G

September 23, 1940

Mr. M. A. Lynch
Redmond, Oregon

Dear Mr. Lynch:

With reference to your letter of September 19, regarding the Lower Bridge Road, may I advise as follows:

The delegation from the county court and the representatives of the Diatomite mine people appeared before the Commission at the last meeting. The Commission advised the delegation that they would take the matter under advisement and requested reports from the Engineering Department. A report was submitted to the Commission by me, and an additional report will be submitted by the Construction Department.

The Commission advised the delegation that they would give them their decision before November 1, in order that the county court might make provision for such work as the county stated they would perform.

The matter, I think, is moving along as rapidly as possible, and while I am unable to advise you as to what action the Commission will finally take, and whether or not the Commission may allocate funds for this work next year, I believe that no further action is necessary at this time by the county court or the Diatomite mine people.

Very truly yours,

R. H. BALDOCK
Chief Engineer

By

Oscar Cutler
Asst. Office Engineer

OC:MK

C 109-G

Salem
September 3, 1940

Terrebonne-Lower Bridge
Road

Mr. R. H. Baldock
State Highway Engineer
O f f i c e

Dear Sir:

About two weeks ago, when I was in Deschutes County, I went over the county roads with the county officials and other interested persons.

In the past, Deschutes County has requested that the Butler Road be improved with Federal Aid Secondary Highway funds and after the Butler Road was completed they had requested that the Alfalfa Road be improved.

They have now changed their idea as follows:

If the Dicalite Company rebuild their plant at the Diatomite mine northwest of Terrebonne, they request that Federal Aid Secondary Highway funds, when available, be expended for the improvement of the road from Terrebonne to Lower Bridge.

The county stated that they would cooperate by purchasing the necessary right of way, doing the necessary grading, and the placing of base course surfacing of cinders or other suitable material, and request that the State then place a top course of surfacing and an oil mat surface.

The present traffic using the Terrebonne-Lower Bridge Road is not sufficient to justify its improvement. However, should the Dicalite Company rebuild and operate to a reasonable capacity, there would be sufficient traffic to justify the inclusion of this road in the Federal Aid Secondary Highway System and justify its improvement.

I attach hereto an estimate of cost and other data relative to this road; also, a map showing the location of the Butler Road, Alfalfa Road, and the Lower Bridge Road.

Very truly yours,

Oscar Cutler
Asst. Office Engineer

OC:ME

Encl.

DESCHUTES COUNTY

TERREBONNE-LOWER BRIDGE ROAD

ESTIMATE OF COST

Length- -	6.8 Miles
Right of Way- -	$ 1,000
Grading -	5,500
Base Surfacing, Cinders -	6,800
Top Surfacing -	10,220
O-9 Oil Mat -	14,280
	$37,800
Plus 10% - - - - - - -	3,780
	$41,580

County Agrees to Perform Grading, Base Course Surfacing and Right of Way- - - - - - - - -		$13,300
	Plus 10% - - - - - - -	1,330
		$14,630

State to Construct Top Surfacing and Oil Mat -		$24,500
	Plus 10% - - - - - - -	2,450
		$26,950

Present traffic 30 vehicles daily. If Diatomite mine operates to reasonable capacity, it is estimated that traffic volume will be 120 vehicles daily.

Solvency on present traffic: Q_s 0.19; Q_c 0.36
Solvency on estimated traffic: Q_s 0.76; Q_c 1.44

September 3, 1940

FAS 395

N

LEGEND

Federal Aid Project

Other F. A. or State Projects

Other State Routes

OREGON STATE HIGHWAY DEPARTMENT

Sketch Map

TERREBONNE - LOWER BRIDGE ROAD

DESCHUTES COUNTY

PROJECT NO: FAS 85

Scale: 1" = 1 Mi. June, 1941

R. 12 E.

JEFFERSON COUNTY

To Modros

R. 13 E.

FA

CROOKED

97

41

10

11

12

7

8

Lower Bridge

16

15

14

13

18

17

16

Existing Rd.

No. 1

TERREBON

BRIDGE NO. 1
2-81' Steel Pony Truss Spans
17' Rdy.

DESCHUTES RIVER

Odin Falls

END OF PROJECT FAS 85

ROUTE

CITY OF

PRINEVIL-LE JCT.

(FED.)

RIVER

FA

28

(FED.

ROUTE

NO. 5) FA

CLINE FALLS

To Bend

1R-3-714

JEFFERSON COUNTY

To Madras

R. 13 E.

FA

CROOKED RIVER

Smith Rock

97

41

11 12 7 8

14 13 18 17 16

DESCHUTES RIVER

Existing Rd.

T. 14 S.

TERREBONNE

PRINE-VILLE

OF PROJECT

FAS 85

ROUTE

No.

Odin Falls

END

CITY OF

CROOK COUNTY

PRINEVILLE JCT.

(FED.

RIVER

ROUTE

No. 5) FA

REDMOND

1000

CLINE FALLS

To Bend

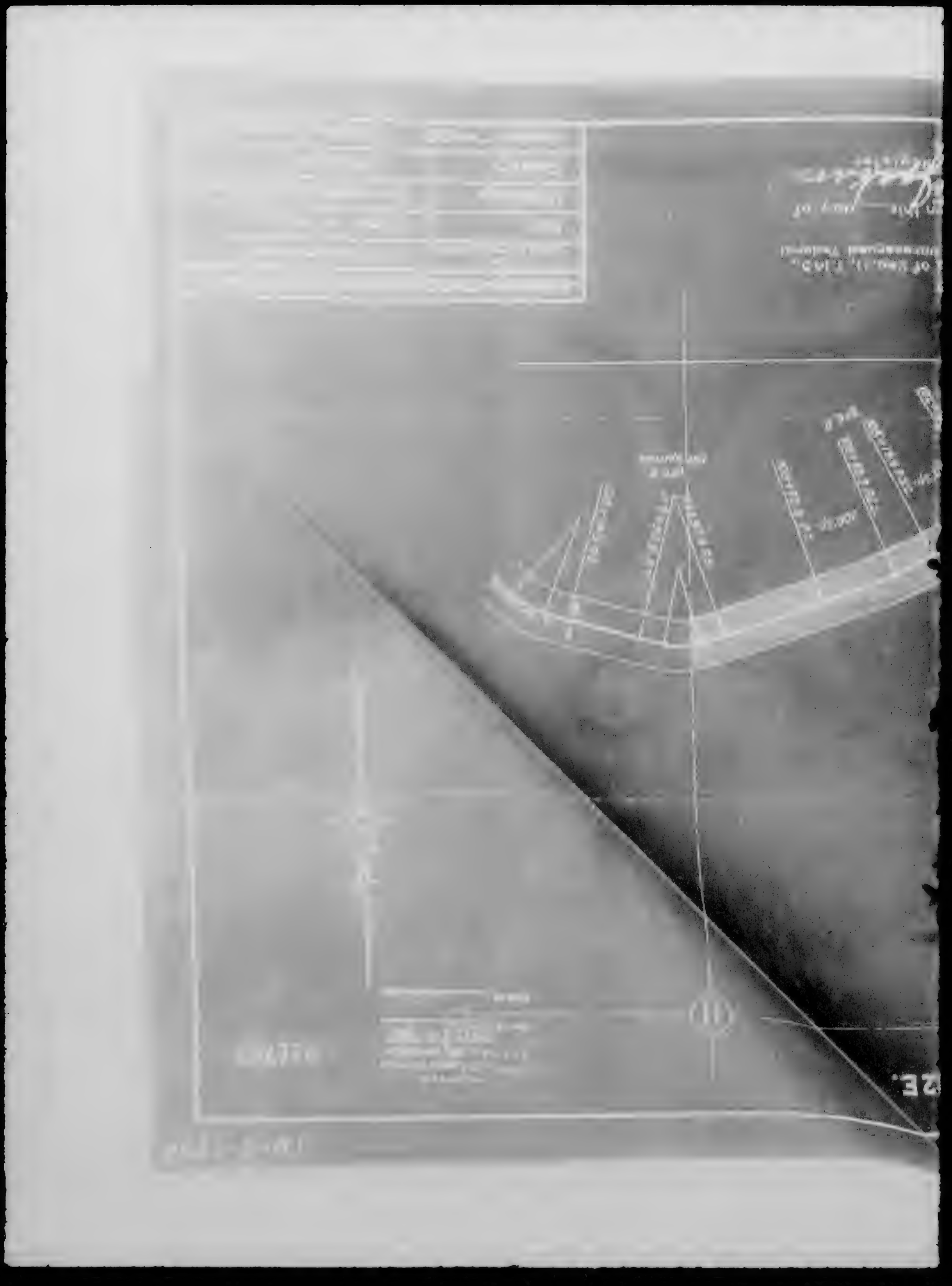
To Prineville

T. 14 S., R. 12 E.

CERTIFICATE

T. 14 S., R. 12 E.

CERTIFICATE



DA-NI 4 Sunderland Avenue Access Road
NE Sunderland Ave., & NE Elrod Road

#2593 Portland 1942

DA-NI 4

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

July 27, 1943

RECEIVED
FOR FILING

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Final inspection of Oregon DA-NI 4(1), Sunderland Avenue Access Road, was made by a representative of this office on July 2, 1943.

Prompt submission of the final voucher will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
L. J. Caufield
Sr. Highway Engineer

RECEIVED
JUL 28 1943
OREGON
STATE HIGHWAY COMMISSION

Jro

RECEIVED
JUN 28 1943
FOR FILING

DA-NI 4

June 24, 1943

Continental Casualty Co.
Tate, Westenfelder & Berg, Inc.
Wilcox Bldg.,
Portland, Oregon

Gentlemen:

You are hereby notified that state highway contract No. 2593, for work on the Sunderland Avenue Section of the Vancouver Shipyard Ferry Access Road, in Multnomah County, has been completed by the contractor, Porter W. Yett, and that final payment in the amount of $3,074.24 will be made on or after July 6, 1943.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues, or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

For your information we wish to advise that the total contract amount is $102,474.51 of which amount $32.13 represents the amount of force account items. This contract was completed on May 18, 1943 and accepted by the Commission on June 16, 1943.

This notice is served upon you since you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary

RS:EB

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JUN 19
FOR FILE

DA-NI 4

June 18, 1943

Mr. Porter W. Yett
6300 N. E. Ainsworth
Portland, Oregon

Dear Sir:

The State Highway Commission at its meeting of this week on June 16, 1943, discussed your letter of May 21st requesting an extension of time from October 31, 1942 to May 18, 1943 within which to complete your contract No. 2593 for the construction of the Sunderland Avenue and Tired Road Section of the Vancouver Shipyard Access Road. I am pleased to inform you that the Commission granted your request without penalty.

Very truly yours,

HSG:EB

Secretary

cc: F. T. Young
S. H. Probert

RECEIVED
JUN 10 1943
FOR FILING

DA-NI 4

June 8, 1943

Continental Casualty Company
Tate, Westenfelder & Berg, Inc.
Wilcox Building
Portland, Oregon

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semifinal payment to Porter E. Yeto on contract No. 2993 covering grading and paving Sumderland Avenue Section of the Vancouver Shipyard Ferry Access Road, in Multnomah County. This payment, in the amount of $5,359.62, will be made on or after June 18, 1943. The retained percentage is $3,074.24.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

Kindly acknowledge receipt of this letter.

Very truly yours,
STATE HIGHWAY COMMISSION

By

AM Secretary

A. L. MONSON

Form E-1—SM—4-43

DA-N14

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending May 22, 1943

Section Sunderland Avenue

Highway Vancouver Shipyard Ferry Access Road

Contractor Porter W. Yett

Date of contract July 25, 1942

Date work started August 24, 1942

Amount of contract $98,853.00

Estimated cost of completed project, exclusive of engineering $102,857.17

Per cent of contract completed, based on total contract price . . . . . 100 %

Engineering cost to date, $ 6000.00, 101 %

Kind of work Grading and Paving

Section prefix 226-1060

Contract number 2593

Date of completion October 31, 1942

Estimated date of completion May 18, 1943

Per cent of time elapsed 304 %

Date project was completed May 18, 1943

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Work was completed on the drain pipe on May 18. This completes all work on the project.

The semi-final estimate will be submitted within the next few days.

RECEIVED
MAY 24 1943
OFFICE OF
CONSTRUCTION ENGINEER

NOTED
E. M. [illegible]

Signed R. L. Porter

Address Box 4644, Portland

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	1.88	1.88			1.88
Miles partially completed					
Miles completed	1.88	1.88			1.88
Total estimated quantities	31,800 cy	19,300 cy			4,590 tons
Estimated quantities moved or placed to date	31,800 cy	19,300 cy			4,590 tons
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day	1				
Hours per shift	8				
Average force on project for week	2				

Percentages of men employed on contract to be secured from:

..... County, ...%; ..... County,.....%; ..... County, ...%; ..... County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men					2		2
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ....., Power graders ....., Rollers .....; Mixers ....., Crushing or screening plants.....

Compressors ....., Bulldozers ....., Sheep-foot rollers .....,

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Fair		
Monday	Fair		
Tuesday	Fair		
Wednesday	Fair		
Thursday	Showers		
Friday	Showers		
Saturday	Cloudy		

STATE PRINTING DEPT.

RECEIVED
MAR 2 1943
FOR

DB-NI 4

March 1, 1943

Mr. Porter B. Isbt
6300 N. E. Ainsworth Avenue
Portland, Oregon

Dear Sir:

We have a letter from C. E. Barrows, of the Union Oil Company, relative to the emulsified asphalt required in connection with your contract for the improvement of Sandyland Avenue.

By this letter, we authorize the use of Type V Emulsified Asphalt conforming with Federal Specifications SS-A-674 and Amendment No. 1, on the above-named project, in substitution for Emulsified Asphalt conforming with A.A.S.H.O. Standard Specification No. E-9.

Very truly yours,

S. H. BALDOCK
Chief Engineer

By

S. H. Probert
Office Engineer

SHP:LH

cc to C. E. Barrows
Union Oil Co.
Iron Bldg.
Portland, Oregon

F. E. Young
E. M. Fleischner

Union Oil Company of California

YEON BUILDING

PORTLAND, OREGON

February 25, 1943

Mr. R. H. Baldock
State Highway Engineer
c/o State Highway Commission
Salem, Oregon

Dear Mr. Baldock:

Under Federal recommendation #61 issued by the Office of Petroleum Coordinator for War, certain restrictions were placed on the manufacture of certain grades of Asphalt. Porter W. Yett has requested us to supply a tank car load of 150-200 Pen. Emulsified Asphalt, for the Sunderland Avenue and N.E. Elrod Road project, which will conform to the A.A.S.H.O. Standard Specification for Emulsified Asphalt (M-51).

The only Emulsified Asphalt we can now supply under Federal regulations is material conforming to Federal Specifications SS-A-674 and Amendment #1. If this material will be acceptable to you, will you please address a letter to Porter W. Yett, advising him that this material is acceptable.

Very truly yours,

UNION OIL CO. OF CALIFORNIA

By C. M. Burrows
C.M.Burrows

cc-Porter W.Yett, 6500 N.E. Ainsworth Avenue, Portland,Ore.

RECEIVED
FEB 27 1943
STATE HIGHWAY COMMISSION

FORM 401 P 8-42 2M
PRINTED IN U. S. A.

Stencil No. 124

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

February 24, 1943

12-N I 4

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Oregon DA-NI 4(1)
Sunderland Avenue Access Road

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the _____ project agreement and certificate for the above-numbered project.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield

L. J. Caufield
Sr. Highway Engineer

Encl.

RECEIVED
FEB 25 1943
STATE HIGHWAY COMMISSION

W 4 fm 16339

Form P. R. 2

State Oregon

Project No. DA-WI 4(1)

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 10th day of December, 1942

by and between The Oregon State Highway Commission

, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Federal Works Administrator, hereinafter called the Administrator, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto: and the Defense Highway Act of 1941

Whereas the Highway Department of said State submitted on the _____ day of _____, 19____, a project statement, which was approved on the _____ day of _____, 19____, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated for the administration of the Federal Highway Act, has furnished surveys, plans, specifications, and estimates for Sections _____ of said project which were recommended for approval by the District Engineer of the Public Roads Administration on the 10th day of July 19 42; and

Whereas the Administrator has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of one hundred twenty-two thousand, one forty-seven and 80/100

dollars ($ 122,147.80) as the share of the United States payable under said act on account of Sections _____ of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Administrator do hereby mutually agree as follows:

16—11379

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(a) By the State _____ (Include date and citation of act of legislature by which authorized)

(b) From other sources from funds made available for the construction of access roads under the provisions of the Defense Highway Act of 1941 approved November 19, 1941 (Public Law 295 - 77th Congress). (State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between survey station 0+00 at N.E. Columbia Boulevard near N.E. 33rd Ave., in Portland, and survey station 101+00 at N.E. Bridgeton Road, in Section 1, T. 1 N., R. 1 E., W.M.

_____, length 1.912 miles, in Multnomah County, being _____ Outer Oregon Defense Access project No. DA-NX 4(1) consisting of 1.881 miles of roadway and two bridges, each of more than 20 feet clear span, 0.031 of a mile in length.

10—11379 GPO

RECEIVED DEC 15 1942 DISTRICT 1

RECEIVED FEB 22 1943 DISTRICT 1

RECEIVED NOV 28 1942 DISTRICT 1

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Administrator or his agents, and in accordance with the laws of said State, the rules and regulations of the Administrator, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Administrator or his authorized representatives. Such construction work as may be performed by force account shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Administrator, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

16—11379

The project covered by this agreement provides for an access road certified as important to the national defense as required by the provisions of Section 6 of the Defense Highway Act of 1941 (Public Law 795 - 77th Cong.)

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section ____ of said project shall not in any event exceed the sum of [redacted] dollars ($ [redacted]), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of [redacted] dollars ($ [redacted]), the approved total estimated cost of Section ____ of said project.

PAYMENTS

ARTICLE V. As the construction of said project progresses, the Administrator shall from time to time draw warrants on the Secretary of the Treasury for the payment to [redacted]

The State Treasurer
(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of [redacted]
(Name)

of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Administrator after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

The Administrator reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: [redacted] authorizing
(Include provisions for

funds and probable amount annually available)

RECEIVED
DEC 15 1942
DISTRICT 1

DISTRICT 1
FEB 22 1943
RECEIVED

RECEIVED
NOV 23 1942
DISTRICT 1

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Administrator on the _____ day of JAN 18 1943, 19__

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By _____
Chairman, State Highway Commission
(Title of officer)

By Thomas H. Cluck
Member, State Highway Commission
(Title of officer)

By Herman Oliver
Member, State Highway Commission
(Title of officer)

By _____
_____
(Title of officer)

By _____
_____
(Title of officer)

FEDERAL WORKS ADMINISTRATOR,

By W. W. Tenney
Acting Commissioner of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE 16—11879

Form PR. 3—Revised

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

THE SECRETARY OF THE TREASURY, AND

THE STATE HIGHWAY DEPARTMENT OF THE STATE OF Oregon

Pursuant to the acts above cited, I hereby certify—

FIRST. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Agency as Defense Access Project No. DA-WI 4(1) State of Oregon

SECOND. That in accordance with said provisions I have approved the sum of $ 122,147.00 as the total estimated cost of said project, and the sum of $ 122,147.00 as the share of the United States, payable under said acts on account of such project, which [redacted] is the [redacted] total estimated cost.

Done at the city of Washington, this ..... day of .....

one thousand nine hundred and JAN 12 1943

FEDERAL WORKS ADMINISTRATOR,

By W. W. Stuart
Acting Commissioner of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE 16—10139

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FEB 1 1943

RECEIVED
DEC 7 1942
FOR FILING

(Stencil #28)

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

IN YOUR REPLY PLEASE REFER TO FILE NO. DA-NI 4

December 1, 1942

POST OFFICE BUILDING
PORTLAND, OREGON

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Oregon Access Road Proj. DA-NI 4
Sunderland Avenue Access Road

Dear Sir:

We are forwarding herewith two copies of proposed project agreement for signature and return to this office.

Enclosed is an approved copy of the detail estimate, upon which the agreement was based, together with approved copy of specifications.

Very truly yours,

W. H. LYNCH
District Engineer

By L. Caufield
L. J. Caufield
Sr. Highway Engineer

RECEIVED
DEC 1 - 1942
STATE HIGHWAY ENGINEER

Jca

RECEIVED
NOV 28 1942
FOR FILING

DA-NI 4

November 25, 1942

Mr. R. E. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland, Oregon

Dear Sir:

Reference is made to the inquiry contained in your letter of November 23, 1942, concerning the financial status of the Sunderland Avenue Access Road Project No. DA-NI 4 (1).

It appears at this time from the estimated cost of uncompleted work that the total project cost will not exceed the project agreement amount, and a request for additional funds will not be necessary. Accordingly, it is our belief that the proposed price agreement, in amount of $50.05, mentioned in your letter, can be reimbursed under the ten per cent engineering and contingency item.

As work progresses, however, it is possible that subsequent variations in the agreement estimate items may result in sufficient increase in cost to exceed the agreement amount. Accordingly, it will be our desire, if later developments indicate that this will occur, to modify the project agreement, at that time, to include the increased cost.

Very truly yours,

R. H. BALDOCK
Chief Engineer

By

S. H. Probert
Office Engineer

Dictated by J. W. Nash/ER

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

November 23, 1942

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Attention Mr. Probert

Reference is made to Oregon DA-NI-4, the Sunderland Avenue Access Road.

The project agreement estimate was submitted with your letter of October 3, 1942 and has been forwarded for preparation of project agreement. Previous to this three small work orders were submitted by you and approved by this office as contingent items.

During an inspection in September it was agreed that additional gravel would be required between stations 74 to 78 and 79 to 81, at which time it was anticipated this extra gravel could be financed as a contingent item. At the time of our October inspection the Resident Engineer was of the opinion that it would be necessary to request additional funds to cover this and other possible over-runs.

We are now in receipt of your letter of November 21st enclosing another price agreement in the amount of $50.05. Where one hundred per cent access funds are concerned we do not have the authority to obligate additional funds over and above the ten per cent engineering and contingent fund. Since we do not know if there are any such funds unobligated on this project we hesitate to approve this special price agreement.

It is requested that the financial status of this project be checked up and if additional funds are required that a request for such funds be submitted in order that we may in turn request them from the Navy Department and our Washington Office.

This price agreement will be held here pending receipt of your reply.

Very truly yours,

W. H. LYNCH
District Engineer

By: L. J. Caufield
L. J. Caufield
Senior Highway Engineer

RECEIVED
NOV 17 1942
FOR FILING

DA-NI 4

October 3, 1942

Mr. H. H. Lynch
District Engineer
Public Roads Administration
Post Office Box 3900
Portland, Oregon

Dear Sir:

Herewith are enclosed seven copies of estimate as basis for project agreement for the Sunderland Avenue Access Road, Project No. DA-NI 4 (1).

Very truly yours,

R. H. BALDOCK
Chief Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

Encl.

Oregon State Highway Department

Federal Access Road
Project No. DA-WX 4

SUNDERLAND AVENUE ACCESS ROAD PROJECT

IN MULTNOMAH COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, September 26, 1942

All Required		Preliminary Engineering		$ 600.00
		CONSTRUCTION		
Within City of Portland (Sta. 0+00 to 4+46.2)				
All Required		Clearing and Grubbing		$ 275.00
2	cu. yds.	Structural Excavation, Unclassified	$ 3.50	7.00
4,000	cu. yds.	General Excavation, Unclassified	.45	1,800.00
.08	mile	Finishing Roadbed and Slopes	500.00	40.00
26	lin. ft.	12" Concrete Pipe	1.50	39.00
600	cu. yds.	3" - 0" Gravel in Base	2.00	1,200.00
80	cu. yds.	1½" - 0" Crushed Gravel in Leveling Course	2.90	232.00
60	cu. yds.	3/4" - 0" Crushed Gravel in Shoulders	3.00	180.00
14	M-gals.	Sprinkling	2.00	28.00
200	tons	Class "B" Asphaltic Concrete	6.95	1,390.00
1.0	tons	Furnishing and Placing Emulsified Asphalt in Seal Coat	40.00	40.00
5.0	tons	Furnishing and Placing Aggregates in Seal Coat	3.00	15.00
		Subtotal		$ 5,196.00
		10% Engr. & Cont.		519.40
		Total		$ 5,713.40
		Length	.084 mile	
		Cost per mile	$ 68,016.66	
Outside City (Sta. 4+46.2 to 102+00)				
All Required		Clearing and Grubbing		$ 4,777.00
418	cu. yds.	Structural Excavation, Unclassified	$ 3.50	1,463.00
31,000	cu. yds.	General Excavation, Unclassified	.45	13,950.00
105,000	yd. stas.	Short Overhaul	.03	3,150.00

2,380	C-yd. stns.	Long Overhaul	$ .40	$ 1,150.00
1.80	mi.	Finishing Roadbed and Slopes	500.00	900.00
774	lin. ft.	12" Concrete Pipe	1.50	861.00
220	lin. ft.	18" Concrete Pipe	2.50	550.00
100	lin. ft.	24" Concrete Pipe	4.00	400.00
100	lin. ft.	30" Concrete Pipe	5.50	550.00
100	lin. ft.	36" Concrete Pipe	8.00	800.00
12,400	cu. yds.	3" - 0" Gravel in Base	2.00	24,800.00
1,670	cu. yds.	1½" - 0" Crushed Gravel in Leveling Course	2.90	4,843.00
1,040	cu. yds.	3/4" - 0" Crushed Gravel in Shoulders	3.00	3,120.00
286	M-gals.	Sprinkling	2.00	572.00
4,370	tons	Class "B" Asphaltic Concrete	6.95	30,371.50
20.5	tons	Furnishing and Placing Emulsified Asphalt in Seal Coat	40.00	820.00
98.5	tons	Furnishing and Placing Aggregates in Seal Coat	3.00	295.50
		Subtotal		$ 93,423.00
		10% Engr. & Cont.		9,342.30
		Total		$102,765.30
		Length	1.737 miles	
		Cost per mile	$ 57,187.14	

Columbia Slough Bridge (Sta. 16+82.5 to 18+17.5)

All Required		Remove Old Bridge		$ 1,300.00
All Required		Shoring, Cribbing, Etc.		200.00
120	cu. yds.	Structural Excavation	$ 3.50	420.00
5	cu. yds.	Structural Excavation Below Elevation Shown	5.00	25.00
44	cu. yds.	Class "B" Concrete	25.00	1,100.00
1,430	lin. ft.	Furnish Untreated Piles	.30	429.00
24	ealy	Drive Untreated Piles	30.00	720.00
4	M-FBM	Untreated Lumber in Substructure	110.00	440.00
130	lin. ft.	Untreated Lumber in Superstructure	35.00	4,550.00
				$ 9,664.00
24	tons	Class "B" Asphaltic Concrete	$ 6.95	$ 166.80
0.4	tons	Furnishing and Placing Emulsified Asphalt in Seal Coat	40.00	16.00
2.0	tons	Furnishing and Placing Aggregate in Seal Coat	3.00	6.00
				$ 188.80
				$ 9,852.80

Drain Ditch Bridge (Sta. 47+77 to 54+82)

370	lin. ft.	Furnish Untreated Piles	$ .30	$ 171.00
12	only	Drive Untreated Piles	30.00	360.00
3	M-FBM	Untreated Lumber in Substructure	110.00	330.00
32	lin. ft.	Untreated Trestle Superstructure	35.00	1,120.00
				$ 1,981.00
6	tons	Class "B" Asphaltic Concrete	$ 6.95	$ 41.70
0.1	ton	Furnishing and Placing Emulsified Asphalt in Seal Coat	40.00	4.00
0.5	ton	Furnishing and Placing Aggregate in Seal Coat	3.00	1.50
				$ 47.20
				$ 2,028.20
		Subtotal		$ 11,881.00
		10% Engr. & Cont.		1,188.10
		Total		$ 13,069.10
		Length	.031 mile	

Federal Access Road Funds Requested:

Preliminary Engineering	$ 600.00
Roadwork, Inside Portland	5,713.40
Roadwork, Outside Portland	102,764.30
Bridges	13,069.10
	$122,147.80

Funds for Maintenance: Chap. 529, Iowa 1939

RECEIVED
AUG 18 1942
FOR FILING

DA-NI 4

August 17, 1942

Parker T. Todd
6800 N. E. Ainsworth Street
Portland, Oregon

Dear Sir:

By express we are forwarding to you a fully executed copy of contract No. 2225, awarded to you on July 28th, 1942, for the grading and paving of 1.98 mile on the Sunderland Avenue Section of the Vancouver Shipyard Ferry Access Road in Multnomah County.

This copy is for your records and files.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

bh

NOTED
D. G. DeSart

RECEIVED
AUG 18 1942
FOR FILING

August 17, 1942

[redacted] County
Title, Vestenfelder & Berg, Inc.
Wilcox Bldg.
Portland, Oregon

Gentlemen:

We are sending you today by express a fully executed copy of contract No. 2902 which was awarded to Parker W. Zett on July 28th, 1942, for grading and paving on the Sunderland Avenue Section of Vancouver Shipyard Ferry Access Road in [redacted] County.

This copy is being sent to you since you appear on survey on the bond and is for your records and files.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

VA

NOTED
D. G. DeSart

RECEIVED
AUG 4 1942
FOR FILING

I-A-N1-1

SALEM
August 3, 1942

Agreement with Multnomah County

Mr. Oscar Cutler
Assistant Staff Engineer

I return to you, herewith, four copies of the agreement between the State Highway Commission and Multnomah County, covering the maintenance of the Sunderland Avenue Access Road.

These have been signed by the Highway Commission as of July 23, 1942. I have retained the original for the Commission's records and files.

Secretary

HBG/mm

RECEIVED
AUG 1 1942
FOR FILING

DA-NI 4

July 31, 1942

Mr. Porter W. Yett
6500 N. E. Ainsworth St.
Portland, Oregon

Attention of Mr. Theo. Arens

Dear Sir:

In accordance with your request of July 30, 1942, we are sending you this date, under separate cover, five sets of special provisions and plans for the Sunderland Avenue Access Road Project in Multnomah County, our contract No. 2593.

Our application for the preference rating order for the project has been made, but to date we have not received official approval of it. The expected rating is A-1-K, as set forth on page 16 of the special provisions, and you will be advised as soon as official approval of the application is received.

Very truly yours,

R. H. BALDOCK
Chief Engineer

By

S. H. Probert
Office Engineer

WGO'B:EK

PLANT—ROCKY POINT, OREGON

SHIPMENTS BY BARGE, TRUCK OR RAIL

PORTER W. YETT

READY-MIXED CONCRETE • CEMENT • CRUSHED STONE • SAND, GRAVEL AND SCREENINGS • ASPHALT AND CONCRETE PAVING

6500 N. E. AINSWORTH ST. PHONE GArfield 4356 PORTLAND, OREGON

July 30, 1942.

Mr. S. H. Probert,
Office Engineer,
State Highway Office,
Salem, Oregon.

Dear Sir:

Kindly send me five copies of the plans and specifications for Sumderland Avenue, Multnomah County.

Also kindly advise us as to the priorities set up for this job.

Yours very truly,

PORTER W. YETT

By

TA:B

RECEIVED
JUL 28 1942
FOR FILING

EA-NI 4

July 27, 1942

Mr. Porter W. Lett
6500 N. E. Ainsworth Street
Portland, Oregon

Dear Sir:

We are sending you today, by express, four copies of contract No. 2593 which was awarded to you on July 25, 1942, by the State Highway Commission covering grading and paving of the Sunderland Avenue Access Road Project on N. E. Sunderland Avenue and N. E. Elrod Road near Portland, in Multnomah County.

Will you kindly execute all four copies of this contract as to agreement and bond and return them to this office for approval by the State Highway Commission. When this has been done a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the paragraph under Section 6, Page 15, of the printed General Provision, relating to the Workmen's Compensation Act. You are expected to accept the terms of this Act and to carry on your work under this contract in strict conformance thereto.

Your attention is also called to the paragraph on the same page relating to the payment by the contractor of amounts due hospital association, et cetera.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

MM

NOTED
D. G. DeSart

RECEIVED
OCT 9 1942
FOR FILING

AP-NI 4

July 27, 1942

Mr. Porter H. Lott
6500 N. E. Ainsworth
Portland, Oregon

Dear Sir:

Confirming my telegram to you of July 25, 1942, the State Highway Commission on that date awarded you the contract for 1.88 miles grading and paving of the Sunderland Avenue Access Road Project on N. E. Sunderland Avenue and N. E. Elrod Road near Portland, Multnomah County. This award was based on your low bid of $98,833, submitted on July 23, 1942.

Contract forms will be sent to you for execution within a few days.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

MM

cc - E. H. Probert
O. S. Paxson

Charge to the account of _____ $ _____

CLASS OF SERVICE DESIRED			
DOMESTIC		CABLE	
TELEGRAM		ORDINARY	
DAY LETTER		URGENT RATE	
SERIAL		DEFERRED	
OVERNIGHT TELEGRAM		NIGHT LETTER	
SPECIAL SERVICE		SHIP RADIOGRAM	

Patrons should check class of service desired; otherwise the message will be transmitted as a telegram or ordinary cablegram.

WESTERN UNION

1217-E

CHECK
ACCOUNTING INFORMATION
TIME FILED

R. B. WHITE
PRESIDENT

NEWCOMB CARLTON
CHAIRMAN OF THE BOARD

J. C. WILLEVER
FIRST VICE-PRESIDENT

Send the following telegram, subject to the terms on back hereof, which are hereby agreed to

Salem, Oregon
July 25, 1942

OFFICE COPY

Porter H. Lott
6500 N. E. Ainsworth
Portland, Oregon

State Highway Commission today awarded you contract for construction of the Sumberland Avenue Access Road Project near Portland for which you submitted the low bid on July 23, 1942. Contract agreement forms will be mailed you shortly for execution.

H. B. Glasmyer, Secretary
Oregon State Highway Commission

[redacted]

[redacted]

RECEIVED
FOR FILING

Charge to the account of $ file

CLASS OF SERVICE DESIRED			
DOMESTIC		CABLE	
TELEGRAM		ORDINARY	
DAY LETTER		URGENT RATE	
SERIAL		DEFERRED	
OVERNIGHT TELEGRAM		NIGHT LETTER	
SPECIAL SERVICE		SHIP RADIOGRAM	

Patrons should check class of service desired; otherwise the message will be transmitted as a telegram or ordinary cablegram.

WESTERN UNION

1217-B

A. N. WILLIAMS, PRESIDENT
NEWCOMB CARLTON, CHAIRMAN OF THE BOARD
J. C. WILLEVER, FIRST VICE-PRESIDENT

CHECK
ACCOUNTING INFORMATION
TIME FILED

Send the following telegram, subject to the terms on back hereof, which are hereby agreed to

SALEM ORG JULY 25 1942

WANT A REPLY?
"Answer by WESTERN UNION" or similar phrases may be included without charge.

COPY
RECEIVED
AUG 4 1942
FOR FILING

W H LYNCH

PUBLIC ROADS ADMINISTRATION

POSTOFFICE BLDG PORTLAND ORG

REQUEST CONCURRENCE IN AWARD CONTRACTS TODAY AS FOLLOWS STOP GRADING AND PAVING SUNDERLAND AVENUE ACCESS ROAD PROJECT TO PORTER W YETT STOP CONSTRUCTION TWO PILE TRESTLE BRIDGES ON SUNDERLAND AVENUE AT PORTLAND TO LINDSTROM BROTHERS STOP ALL RIGHTSOF WAY ACQUIRED

R H BALDOCK

(Phoned to Western Union 12:30 p.m. July 25, 1942 by S. H. Probert)

RECEIVED
JUL 2 1942
FOR FILING

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

DA-NI 4

POST OFFICE BUILDING
PORTLAND, OREGON

July 25, 1942

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

As requested in your wire of this date, we hereby concur in award of contract as of today, as follows:

Oregon DA-NI-4, Sunderland Avenue Access Road to Kaiser Shipyard, Vancouver, grading and paving, to Porter W. Yett, Portland, Oregon, who submitted the low bid at the bid opening held July 23, 1942;

Oregon DA-NI-4, Sunderland Avenue Access Road to Kaiser Shipyard, Vancouver, construction two pile trestle bridges, to Lindstrom Bros., Portland, Oregon, who submitted the low bid.

Very truly yours,

M. H. LYNCH
District Engineer

STANDARD TIME INDICATED

RECEIVED AT

TELEPHONE YOUR TELEGRAMS TO POSTAL TELEGRAPH

Postal Telegram (11)

THIS IS A FULL RATE TELEGRAM, CABLEGRAM OR RADIOGRAM UNLESS OTHERWISE INDICATED BY SYMBOL IN THE PREAMBLE ADDRESS OF THE MESSAGE. DESIGNATING SERVICE SELECTED ARE OUTLINED IN THE COMPANY'S TARIFFS ON HAND AT EACH OFFICE AND ON FILE WITH REGULATORY AUTHORITIES.

Form 16

R21 27/25 GOVT DL=NX PORTLANDORE 25 1002A 1942 JUL 25 AM 10 13

R H BALDOCK=

=STATE HIGHWAY ENGINEER (SALEM ORE)=

=ADDITIONAL FUNDS OREGON DA-NI-4 WILL BE PROVIDED. AM READY TO CONCUR IN AWARD WHEN ADVISED ALL RIGHTS OF WAY ACQUIRED OR RIGHT OF ENTRY OBTAINED=

=LYNCH

DA-NI-4

Superintendent Ferry Approach
Coos Project

Highway Commission, in accordance with its standard policy, will require as a condition precedent to the awarding of the contract a communication from Multnomah County stating that all of the necessary right of way for the construction of the project has been secured, and assuming the responsibility of guaranteeing to the State Highway Commission and to the contractor the right to enter upon and take possession of all of the right of way necessary for the completion of the work.

Your cooperation in furnishing such a communication will be very much appreciated so that there may be no unnecessary delay in the awarding of a contract if a satisfactory bid is received.

Yours very truly,

J. H. DEVERS

By

J. W. DeSOUZA
Assistant Attorney

JWD:PW

cc R. H. Baldock
H. G. Smith
C. W. Parker

NOTED

FORM E-1002 2M 11-41

RECEIVED
JUL 1 9 1942
FOR FILING

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN
PORTLAND
HURON W. CLOUGH, MEMBER
CANYONVILLE
HERMAN OLIVER, MEMBER
JOHN DAY

OREGON
STATE HIGHWAY COMMISSION

R. H. BALDOCK, CHIEF ENGINEER
C. S. McCULLOUGH, ASS'T CHIEF ENGINEER
J. M. DEVERS, CHIEF COUNSEL
H. B. GLAISYER, SECRETARY

SALEM

Const
Projects
Municipals
Portland DA-N1 4

July 16, 1942

IN REPLY PLEASE
REFER TO FILE NO.

Mr. George H. Buck,
County Engineer,
County Courthouse,
Portland, Oregon.

Dear Mr. Buck:

The State Highway Commission will receive bids for the construction of the Sunderland Avenue access road on Thursday, July 23, 1942.

This project is not on the state highway system, and, in view of the fact that Multnomah County has assumed responsibility for the acquisition of its right of way, the State Highway Commission, in accordance with its standard policy, will require as a condition precedent to the awarding of the contract a communication from Multnomah County stating that all of the necessary right of way for the construction of the project has been secured, and assuming the responsibility of guaranteeing to the State Highway Commission and to the contractor the right to enter upon and take possession of all of the right of way necessary for the completion of the work.

Your cooperation in furnishing such a communication will be very much appreciated so that there may be no unnecessary delay in the awarding of a contract if a satisfactory bid is received.

Yours very truly,

J. M. DEVERS

By

J. W. DeSOUZA
Assistant Attorney

JWDeSW

cc R. H. Baldock
H. G. Smith
C. W. Parker

NOTED

RECEIVED
JUL 10 1942
FOR FILING

DA-NI 4

July 10, 1942

Public Roads Administration
Box 3900
Portland, Oregon

Gentlemen:

Subject: Sunderland Access Road
Federal Aid Project No. DA-NI-4

We are enclosing an original and five copies of our application for a highway project preference rating to be used in securing materials necessary in construction of the above-named project. This application has been prepared in accordance with General Administrative Memorandum No. 148 and subsequent amendments thereto.

We trust you will find it in order.

Very truly yours,

R. H. Baldock
Chief Engineer

CAG BG
Enclosure
cc G. A. Gardner

RECEIVED
JUL 14 1942
FOR FILING

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

DA-NI 4
F

July 10, 1942

POST OFFICE BUILDING
PORTLAND, OREGON

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

P.S. & E. documents for Oregon DA-NI-4, Access Road to the Kaiser Shipbuilding Company, Vancouver, Washington, have today been recommended for approval, subject to final review and approval by the Commissioner of Public Roads. This is your authority for advertising.

Concurrence in award cannot be made until all necessary right of way is secured.

The estimate requests more Federal money than is allocated under the program. This will be cleared up after receipt of bids and before concurrence in award of contract.

Very truly yours,

W. H. LYNCH
District Engineer

RECEIVED
NOV 17 1942
FOR FILING

Oregon State Highway Department — Federal Access Road
Project No. DA-EX-4

SUNCREST AVENUE ACCESS ROAD PROJECT

IN MULTNOMAH COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, July 9, 1942

All Required		Preliminary Engineering		$ 500.00
		CONSTRUCTION		
Within City of Portland (Sta. 0+00 to 4+46.2)				
All Required		Clearing and Grubbing		$ 150.00
2	cu. yds.	Structural Excavation, Unclassified	$ 2.50	5.00
4,000	cu. yds.	General Excavation, Unclassified	.50	2,000.00
.08	mile	Finishing Roadbed and Slopes	600.00	48.00
26	lin. ft.	12" Concrete Pipe	2.00	52.00
600	cu. yds.	3" - 0" Gravel in Base	1.75	1,050.00
80	cu. yds.	1½" - 0" Crushed Gravel in Leveling Course	3.00	240.00
60	cu. yds.	3/4" - 0" Crushed Gravel in Shoulders	3.00	180.00
14	M-gals.	Sprinkling	2.00	28.00
200	tons	Class "F" Asphaltic Concrete	8.00	1,600.00
2.0	Gal.	Furnishing and Placing Emulsified Asphalt in Seal Coat	40.00	80.00
5.0	tons	Furnishing and Placing Aggregate	4.00	20.00
1,240	lin. ft.	Furnish Corrugated Pipe		
		Place Galvanized Pipe		
		Corrugated Lumber in Substructure		
		Corrugated Lumber in Superstructure		
		Subtotal		$ 5,413.00
		10% Engr. & Cont.		541.30
		Total		$ 5,954.30
		Length	.084 mile	
		Cost per mile	$ 70,884.52	
14	tons	Class "F" Asphaltic Concrete	$ 8.00	$ 112.00
		Placing Emulsified Asphalt in Seal Coat	40.00	40.00
		Furnishing and Placing Aggregate	4.00	16.00
Outside City (Sta. 4+46.2 to 101+00)				
All Required		Clearing and Grubbing		$ 2,850.00
418	cu. yds.	Structural Excavation, Unclassified	2.50	1,045.00
				$ [illegible]
				[illegible]

31,000	cu. yds.	General Excavation, Unclassified	$ .50	$ 15,500.00
105,000	yd. stas.	Short Overhaul	.02	2,100.00
2,300	C-yd.stas.	Long Overhaul	.50	1,150.00
1.00	miles	Finishing Roadbed and Slopes	600.00	1,000.00
574	lin. ft.	12" Concrete Pipe in Substructure	2.00	1,148.00
220	lin. ft.	18" Concrete Pipe Super-	3.00	660.00
100	lin. ft.	24" Concrete Pipe	4.00	400.00
100	lin. ft.	30" Concrete Pipe	6.00	600.00
100	lin. ft.	36" Concrete Pipe	9.00	900.00
12,400	cu. yds.	3" - 0" Gravel in Base	1.75	21,700.00
1,670	cu. yds.	1½" - 0" Crushed Gravel in Leveling Course	3.00	5,010.00
1,040	cu. yds.	3/4" - 0" Crushed Gravel in Shoulders	3.00	3,120.00
286	M-gals.	Sprinkling	2.00	572.00
4,370	tons	Class "E" Asphaltic Concrete	8.00	34,960.00
20.5	tons	Furnishing and Placing Emulsified Asphalt in Seal Coat	40.00	820.00
98.5	tons	Furnishing and Placing Aggregate in Seal Coat	4.00	394.00
		Subtotal		$ 94,009.00
		10% Engr. & Cont.		9,400.90
		Total		$103,409.90
		Length	1.797 miles	
		Cost per mile	$ 57,545.85	

Columbia Slough Bridge (Sta. 16+82.5 to 18+17.5)

All Required		Remove Old Bridge		$ 500.00
All Required		Shoring, Cribbing, Etc.		250.00
120	cu. yds.	Structural Excavation	3.00	360.00
5	cu. yds.	Structural Excavation Below Elevation Shown	10.00	50.00
44	cu. yds.	Class "B" Concrete	25.00	1,100.00
1,430	lin. ft.	Furnish Untreated Piles	.35	500.50
24	only	Drive Untreated Piles	50.00	1,200.00
4	M-FBM	Untreated Lumber in Substructure	110.00	440.00
138	lin. ft.	Untreated Lumber in Superstructure	40.00	5,520.00
				$ 9,920.50
24	tons	Class "E" Asphaltic Concrete	$ 8.00	$ 192.00
0.4	ton	Furnishing and Placing Emulsified Asphalt in Seal Coat	40.00	16.00
2.0	tons	Furnishing and Placing Aggregate in Seal Coat	4.00	8.00
				$ 216.00
				$ 10,136.50

Drain Ditch Bridge (Sta. 63+72 to 64+02)

570	lin. ft.	Furnish Untreated Piles	$ .35	$ 199.50
12	only	Drive Untreated Piles	50.00	600.00
3	M-FBM	Untreated Lumber in Substructure	110.00	330.00
32	lin. ft.	Untreated Trestle Superstructure	40.00	1,280.00
				$ 2,409.50
6	tons	Class "B" Asphaltic Concrete	$ 8.00	$ 48.00
0.1	ton	Furnishing and Placing Emulsified Asphalt in Seal Coat	40.00	4.00
0.5	ton	Furnishing and Placing Aggregate in Seal Coat	4.00	2.00
				$ 54.00
				$ 2,463.50
		Subtotal		$ 12,600.00
		10% Engr. & Cont.		1,260.00
		Total		$ 13,860.00
		Length	.031 mile	

Federal Access Road Funds Requested:

Preliminary Engineering	$ 600.00
Roadwork, Inside Portland	9,954.30
" , Outside Portland	103,409.90
Bridges	13,860.00
	$123,824.20

SUNDERLAND AVENUE ACCESS ROAD PROJECT

PROJECT NO. DA-MI A

While negotiations for rights of way are in progress, eleven parcels have not been acquired, nor has the right to occupy and use these parcels been secured, but it is believed that all necessary rights of way can be made fully available within twelve days.

R. H. BALDOCK
Chief Engineer

By

S. H. Probert
Office Engineer

July 9, 1942

PR 46

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

Sheet 2 of 3 Sheets

Estimate of Materials Required for Roadway
(To Accompany P.S. & E.)

Starting Date (Est.) Aug. 3, 1942 State Oregon

Completion Date (Est.) Oct. 31, 1942 Project No. DA - NI 4

Estimated Total Cost Roadway $ 103,661.20 Length: Miles 1.88

Code	Material Item	Unit	Quantity	Code	Material Item	Unit	Quantity
1	Cement	Bbl.	80	6	Metal culvert pipe	Lb.	1,600
2	Aggregates	Cy.	63,000	7	Reinforcing steel	Lb.	
3	Bituminous mat.	Gal.		8	Structural steel	Lb.	
4	Lumber	M.		10	Explosives	Lb.	
5	Timber piling	Lft.					

PR 46

Columbia Slough Bridge

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

Sheet 2 of 3 Sheets

Estimate of Materials Required for Roadway
(To Accompany P.S. & E.)

Starting Date (Est.) Aug. 3, 1942 State Oregon

Completion Date (Est.) Oct. 15, 1942 Project No. DA-WI 4

Estimated Total Cost Dr. $ 11,150.15 Length: Miles .005

Code	Material Item	Unit	Quantity	Code	Material Item	Unit	Quantity
1	Cement	Bbl.	72	6	Metal culvert pipe	Lb.	
2	Aggregates	Cy.		7	Reinforcing steel	Lb.	
3	Bituminous mat.	Gal.	440	8	Structural steel	Lb.	
4	Lumber	M.	72	10	Explosives	Lb.	
5	Timber piling	Lft.	1,430				

CONFIRM

RECEIVED
JUN 22 1942
FOR FILING

PE[illegible] WORKS AGENCY
[illegible]
Public Roads Administration

2010-20 Oregon

DAY LETTER LH-NI 4

Portland, Oregon
June 20, 1942

R. H. Baldock
State Highway Engineer
Salem, Oregon

OREGON PROJECT STATEMENT DA-NI-4 SUNDERLAND AVENUE ACCESS ROAD TO KAISER SHIPYARDS CERTIFIED BY NAVY DEPARTMENT AND APPROVED BY COMMISSIONER JUNE 18, 1942. WE ARE PREPARED TO AUTHORIZE ADVERTISING ON RECEIPT SATISFACTORY FRAM AND RIGHT OF ENTRY WITH RESPECT TO RIGHT OF WAY NOT ACQUIRED

Canfield

Paid Gov't Rate

NOTED
State Highway Engineer

RECEIVED
JUN 22 1942
[illegible]

DA-NI 4 Two Trestle Bridges, Sunderland Ave. near Portland 1942

#2594

RETURNED
1 1943
FOR FILING

DH-N 1 4

June 1, 1943

Lindstrom Brothers
0240 Palatine Hill Road
Portland, Oregon

Gentlemen:

The State Highway Commission at its meeting on April 30, 1943, granted you the extension of time requested, from October 15, 1942, to March 26, 1943, without penalty, in connection with contract No. 2994, for construction of bridges on the Sunderland Avenue Project, Portland, Oregon.

Very truly yours,
STATE HIGHWAY COMMISSION
By
Secretary

EB
cc - F. T. Irons

C. A. TOMASSENE
Agent
United States Fidelity and Guaranty Company
614 Wilcox Building Telephone: ATwater 7521
PORTLAND, OREGON

April 16, 1943

Oregon State Highway Commission
Salem, Oregon

Attention H.B.Glaisyer

Dear Sir:

I hereby acknowledge receipt of your letter of April 8 advising that state highway contract No. 2594 for work on the Sunderland Avenue Viaduct by Lindstrom Bros. has been completed.

Your request for extension of time has been complied with. The request, together with consent of surety, was mailed to your office several weeks ago.

Yours very truly,

C.A.Tomassene

T/hh

NOTED
H. B. GLAISYER

RECEIVED
APR 17 1943
STATE HIGHWAY COMMISSION

NOTED
A. L. MONSON

Consult Your Agent or Broker as You Would Your Doctor or Lawyer

RECEIVED
APR 12 1943
FOR FILING

DA-NI 4

April 8, 1943

Continental Casualty Co.
C. A. Tomassens, Agent
Wilcox Building
Portland, Oregon

Gentlemen:

You are hereby notified that state highway contract No. 2594 for work on the Sunderland Avenue Access Road on N. E. Sunderland Avenue and N. E. Elrod Road, near Portland, has been completed the contractors, Lindstrom Bros., and that final payment in the amount of $817.06 will be made on or after April 19, 1943.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues, or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

This notice is served upon you since you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total contract amount is $11,202.95, and that no force account work was performed therein.

This contract was completed on March 26, 1943; however the job overran the specified time limit, so it will be necessary for you to secure an extention of time from October 15, 1942, to March 26, 1943, before we can release the final payment.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

RS

NOTED
A. L. MONSON

RECEIVED
NOV 17 1942
FOR FILING

DH-NI 4

Salem
November 16, 1942

Mr. G. S. Paxson

At the Commission meeting on November 5 the request of Lindstrom Brothers for the termination of their Contract No. 2594, for the construction of Sunderland Avenue bridges was denied, however, the Commission did approve the use of State Trucks in hauling material if contractors will pay the cost.

C. B. McCullough

JM:CA

CLASS OF SERVICE DESIRED			
DOMESTIC		CABLE	
TELEGRAM		ORDINARY	
DAY LETTER		URGENT RATE	
SERIAL		DEFERRED	
OVERNIGHT TELEGRAM		NIGHT LETTER	
SPECIAL SERVICE		SHIP RADIOGRAM	

Patrons should check class of service desired; otherwise the message will be transmitted as a telegram or ordinary cablegram.

RECEIVED
FOR FILING

COPY OF WESTERN UNION TELEGRAM

SALEM OREGON
OCTOBER 29 1942

MR GEORGE W CAMPBELL
WAR PRODUCTION BOARD
ROOM 300 433 THIRD STREET N W
WASHINGTON D C

REF: L 218 CONTRACT FOR VANCOUVER FERRY SHIPLAND ROAD PROJECT, OREGON, DA-ME-4 REQUIRES APPROXIMATELY 58 M-FBM of NO ONE COMMON PER TO FINISH TWO SMALL TIMBER BRIDGES WHICH ARE ABOUT TWENTY PERCENT COMPLETE PROJECT HAS PREFERENCE RATING GROUP P 10 E SPECIAL NUMBER 27116X LINDSTROM BROTHERS PORTLAND OREGON CONTRACTORS. INMAN-POULSEN LUMBER COMPANY PORTLAND OREGON PRODUCER WE ARE ADVISED THAT PD 423 IS IN THE MAIL WHICH WOULD AUTHORIZE THE PRODUCER TO SUPPLY BUT THE AUTHORITY FOR THE LUMBER WILL BE AVAILABLE BEFORE OCTOBER TWENTY NINTH WE REQUEST THAT YOU AUTHORIZE THE PRODUCER TO SUPPLY THIS LUMBER SO THAT THIS IMPORTANT ACCESS ROAD CAN BE FINISHED AND OPENED TO TRAFFIC TRAFFIC CONGESTION IS ACUTE.

R H BALDOCK
CHIEF ENGINEER
OREGON STATE HIGHWAY COMMISSION

Copies to Confirmation
Auditor
Files
E E Glymer
Paul Stevens (2)

FORM E-151X 900 8-42

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN
PORTLAND
HURON W. CLOUGH, MEMBER
CANYONVILLE
HERMAN OLIVER, MEMBER
JOHN DAY

OREGON
STATE HIGHWAY COMMISSION

R. H. BALDOCK, CHIEF ENGINEER
C. S. McCULLOUGH, ASST. CHIEF ENGINEER
J. M. DEVERS, CHIEF COUNSEL
H. B. GLAISYER, SECRETARY

OREGON STATE HIGHWAY COMMISSION

AGENDA
NOV 5 1942
1c

RECEIVED
DEC 10 1942
FOR FILING

OFFICE OF G. S. PAXSON, BRIDGE ENGINEER
SALEM

IN REPLY PLEASE REFER TO FILE No.

October 9, 1942

To
Thielsen Bros.
6240 S. E. Palatine Hill Road
Portland, Oregon

Gentlemen:

Your letter of October 6 with reference to the cancellation of your contract No. 2994 for the Sandy River Bridge near Portland has been received. This matter will be referred to the Commission for its action.

It does not seem that the grounds cited are sufficient to warrant cancellation of the contract. We have several other projects carrying the same priorities which are now under construction in the Portland area, and the contractors for these projects have been able to obtain the necessary lumber. Deliveries have been slow, and a great deal of trouble has been experienced in getting this material, but the deliveries have been obtained.

It is noted that your contacts with mills have been exclusively within the Portland area. I would suggest that you try some of the mills lying farther out from Portland, as these mills have not been overloaded with orders in the same degree as the Portland mills.

Very truly yours,

R. H. Baldock
Chief Engineer

REFERRED TO
C.B.M.
By Chief Engineer

By

G. S. Paxson
Bridge Engineer

GSP CM
cc C. B. McCullough
F. T. Young
J. T. Skelton

M.

JOHN DAY
HERMAN OFTEDAL, MEMBER
CYRIL MYNATT
HOWARD M. CROUCH, MEMBER
MERRIL E. CUBBERT, CHAIRMAN
COMMISSIONER

FORM E-20 8M 7-42

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

OCT - 7 1942

Public Market Bldg.,
Portland, Oregon.
October 6, 1942.

SUBJECT: Attached request for cancellation of contract 2594.

To:

Mr. F. T. Young,
Division Engineer,
Portland, Oregon.

Dear Sir:

Herewith, please find a letter to the Oregon State Highway Commission as transmitted to them through myself by Mr. D. E. Johnson of Lindstrom Bros.

Please forward this letter to the proper parties, to-gether with such comment as you may wish to make.

To the best of my knowledge the statements as made by Mr. Johnson are correct.

Yours very truly,

J. T. Skelton

J.T. Skelton, Res. Br. Engr.

c.c. Mr. C. S. Paxson.
Mr. M. Stephenson.

7518 S. E. Carlton St.,
Portland, Oregon.
October 6, 1942.

OCT - 7 1942

Oregon State Highway Commission,
c/o J.T. Skelton,
Public Market Bldg.,
Portland, Oregon.

Gentlemen:

It is our desire to have contract No. 2594 as entered into between ourselves and the Oregon State Highway Commission, on July 25, 1942 for ~~xxxx~~ construction of the Sunderland Avenue Bridges, canceled. This cancelation, of course, contemplates full remuneration to ourselves for work as already performed and for expenses as were necessarily incurred.

It has been and is our desire to carry forth the full terms of this contract. We have, however, found it impossible to secure all of the necessary materials for construction of these bridges.

To date we have secured all of the foundation piling which have been delivered to the bridge sites. We have driven and cut off the twelve piling as required for bridge No. 6674 (Drainage Ditch). We have removed the wooden handrailing from bridge No. 11021 (Columbia Slough) to-gether with removal of approximately 50% of the old rock masonry abutments of this structure. We have also erected a pile driver at the site of the Columbia Slough Bridge.

To support our endeavor to obtain the necessary lumber for these structures: We entered into an agreement with Copeland Lumber Co. for the delivery of this lumber on approximately August 15, 1942. This agreement was canceled by the Copeland Lumber Co. in the latter part of September with the statement that they would be unable to deliver the same.

Since that time I have contacted the following individuals and firms: Drake Lumber Co. through Mr. Bennett. At first Mr. Bennett was hopeful of being able to supply the lumber. After contacting the mills through which they did business, he withdrew any promise of delivery as these mills refused to take further orders. Oregon Lumber Yards through Mr. Patterson also refused delivery for the same reason. Inman Poulson Lbr. Co., Clark & Wilson Lbr. Co. and Eastern and Western Lbr. Co. also refused to make deliveries.

In addition to the above, I have contacted Major Collett of Kaiser Shipbuilding Co. at Vancouver, Wash., Mr. Sharp of this same firm, Mr. Meehlen of the Maritime Com. and Mr. McClouskey of the War Production Board. After these interviews, I feel that there is little hope of securing the lumber and therefore reiterate my request as above for cancellation of the contract.

Yours very truly,
Lindstrom Bros.

by D. E. Johnson
D. E. Johnson, Partner.

c.c. J.T. Skelton, Mr. F. T. Young, Mr. G. S. Paxson

OREGON STATE HIGHWAY COMMISSION

CLASS OF SERVICE DESIRED			
DOMESTIC		CABLE	
TELEGRAM		ORDINARY	
DAY LETTER		URGENT RATE	
SERIAL		DEFERRED	
OVERNIGHT TELEGRAM		NIGHT LETTER	
SPECIAL SERVICE		SHIP RADIOGRAM	

Patrons should check class of service desired; otherwise the message will be transmitted as a telegram or ordinary cablegram.

COPY OF WESTERN UNION TELEGRAM

RECEIVED
OCT 8 1942
FOR FILING

SALEM, OREGON
OCTOBER 6, 1942

DIRECTOR GENERAL OF OPERATIONS
WAR PRODUCTION BOARD
WASHINGTON, D. C.

REFERENCE TO VANCOUVER FERRY SHIPYARD ROAD PROJECT NO. OREGON DA-EI A, COVERED BY PREFERENCE RATING ORDER NO. P-19-e, SERIAL NO. 27118-S, RATING A-1-e, WITH DERATING OF AA-2X FOR STEEL ONLY. THE CONTRACTORS, LINSTROM BROS., PORTLAND, OREGON, ARE UNABLE TO PURCHASE 35M-FBM OF NO. 1 COMMON TIMBERS REQUIRED TO FINISH BRIDGES ON LESS THAN AN AA-2X RATING. ALL LUMBER COMPANIES ARE WORKING ON HIGH RATED ORDERS AND WILL NOT SUPPLY ON A-1-e RATING MADE AVAILABLE BY LUMBER CONSERVATION ORDER NO. L-206. THIS PROJECT COVERS THE IMPROVEMENT OF 1.9 MILES OF ACCESS ROAD TO A FERRY SLIP ON THE WILLAMETTE RIVER. THE FERRY RUNS FROM PORTLAND TO HENRY KAISER'S SHIPYARDS IN VANCOUVER, WASHINGTON, AND IS VERY NECESSARY TO RELIEVE THE CONGESTION FOR SHIPYARD WORKERS. THE GRADING ON THE PROJECT IS ABOUT 90% COMPLETE AND THE BRIDGES ARE ABOUT 20% COMPLETE. WORK ON THE BRIDGES IS TIED UP AND CANNOT BE RESUMED UNTIL THE TIMBERS ARE RECEIVED. THE SHIPYARD WORKERS ARE USING THE OLD ROAD WHICH IS NARROW, CROOKED, INADEQUATELY SURFACED AND WITH BRIDGES UNSAFE FOR HEAVY TRAFFIC. WHEN RAINY SEASON STARTS IN NOVEMBER THE ROAD WILL BECOME PRATCIALLY IMPASSABLE. A RATING THAT WILL PERMIT THE PURCHASE OF THIS $125,000 PROJECT VITAL TO THE SHIPYARDS. WILL YOU PLEASE GRANT AN A-1-e RATING SO THIS LUMBER CAN BE PURCHASED.

R. H. BALDOCK, CHIEF ENGINEER
OREGON STATE HIGHWAY COMMISSION

ENC DG
CC CONFIRMATION
R. H. CLYMER
AUDITOR
FILES

Charge to the account of OREGON STATE HIGHWAY COMMISSION $

CLASS OF SERVICE DESIRED			
DOMESTIC		CABLE	
TELEGRAM		ORDINARY	
DAY LETTER		URGENT RATE	
SERIAL		DEFERRED	
OVERNIGHT TELEGRAM		NIGHT LETTER	
SPECIAL SERVICE		SHIP RADIOGRAM	

Patrons should check class of service desired; otherwise the message will be transmitted as a telegram or ordinary cablegram.

WESTERN UNION

1217-B

CHECK

ACCOUNTING INFORMATION

TIME FILED

A. N. WILLIAMS
PRESIDENT

NEWCOMB CARLTON
CHAIRMAN OF THE BOARD

J. C. WILLEVER
FIRST VICE-PRESIDENT

Send the following telegram, subject to the terms on back hereof, which are hereby agreed to

WANT A REPLY?
"Answer by WESTERN UNION" or similar phrases may be included without charge.

DIRECTOR GENERAL OF OPERATIONS PAGE TWO OCTOBER 6, 1942

OF ABOUT $1,900 WORTH OF LUMBER WILL ELIMINATE THIS CONFUSION AND WILL PERMIT THE COMPLETION OF THIS $125,000 PROJECT VITAL TO THE SHIPYARDS. WILL YOU PLEASE GRANT AN AA-2X RATING SO THIS LUMBER CAN BE PURCHASED.

R. H. BALDOCK, CHIEF ENGINEER
OREGON STATE HIGHWAY COMMISSION

ENC NC
CC CONFIRMATION
R. H. GLINES
AUDITOR
FILES

RECEIVED
AUG 18 1942
FOR FILING

LH-NI 4

August 17, 1942

Linstrom Bros.
6840 S. W. Palatine Hill Road
Portland, Oregon

Gentlemen:

By express we are forwarding to you a fully executed copy of contract No. 2894 awarded to you July 25th, 1942, for the construction of two pile trestle bridges on Sunderland Avenue in the City of Portland in Multnomah County.

This copy is for your records and files.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

NOTED
D. G. DeSart

RECEIVED
AUG 18 1942
FOR FILING

EP-NI 4

August 17, 1942

Continental Casualty Company
C. A. Tennesson
Wilcox Bldg.
Portland, Oregon

Dear Sir:

We are sending to you today by express a fully executed copy of contract No. 2824 which was awarded to Limbstrom Bros. on July 28th, 1942, for the construction of two pile trestle bridges on Sunderland Avenue in the City of Portland in Multnomah County.

This copy is being sent to you since you appear as surety on the bond and is for your records and files.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

bh

NOTED
D. G. DeSart

RECEIVED
JUL 28 1942
FOR FILING
DA-N1 4

July 27, 1942

Lindstrom Brothers
0240 SW Palatine Hill
Portland, Oregon

Gentlemen:

We are sending you today by express four copies of contract No. 2594 which was awarded to you by the State Highway Commission on July 25, 1942, covering construction of two pile trestle bridges on Sunderland Avenue, in Multnomah County.

Kindly execute all four copies of this contract as to agreement and bond, and return them to this office for approval by the State Highway Commission. When this has been done, a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the paragraph under Section 7, page 13, of the printed general provisions, relating to the Workmen's Compensation Act. You are expected to accept the terms of this act and to carry on your work under this contract in strict conformance thereto.

Your attention is also called to the paragraph on the same page, relating to payment by the contractor of amounts due hospital associations, et cetera.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

RS

NOTED
D. G. DeSart

RECEIVED
OCT 9 1942
FOR FILING
KD-NJ 4

AGENDA
AUG 14 1942
4f

July 27, 1942

Lindstrom Brothers
0240 Palatine Hill Road
Portland, Oregon

Gentlemens

Confirming my telegram to you of July 25, 1942, the State Highway Commission on that date awarded you the contract for construction of two pile trestle bridges on Sunderland Avenue, Portland, in Multnomah County. This award was based on your low bid of $11,645, submitted on July 23, 1942.

Contract forms will be sent to you for execution within a few days.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

MK

cc - S. H. Probert
G. E. Pearson

for confirmation

M

...RT... WORKS AGENCY

DESIRED
CABLE
ORDINARY
URGENT RATE
DEFERRED
NIGHT LETTER
SHIP RADIOGRAM

...DAY LETTER
SERIAL
OVERNIGHT TELEGRAM
SPECIAL SERVICE

Patrons should check class of service desired; otherwise the message will be transmitted as a telegram or ordinary cablegram.

WESTERN UNION

1217-B

CHECK

ACCOUNTING INFORMATION

TIME FILED

R. B. WHITE
PRESIDENT

NEWCOMB CARLTON
CHAIRMAN OF THE BOARD

J. C. WILLEVER
FIRST VICE-PRESIDENT

Send the following telegram, subject to the terms on back hereof, which are hereby agreed to -

SALEM, OREGON
JULY 25, 1942

OFFICE COPY

LINDSTROM BROTHERS
6240 PALATINE HILL ROAD
PORTLAND, OREGON

STATE HIGHWAY COMMISSION TODAY AWARDED YOU CONTRACT FOR CONSTRUCTION OF TWO PILE TRESTLE BRIDGES ON SUNDERLAND AVENUE, PORTLAND FOR WHICH YOU SUBMITTED THE LOW BID ON JULY 23, 1942. CONTRACT AGREEMENT FORMS WILL BE MAILED YOU SHORTLY FOR EXECUTION.

T. H. GLAISYER, SECRETARY
OREGON STATE HIGHWAY COMMISSION

W. H. LYNCH
District Engineer

- C FIRMATION

WORKS AGENCY

RECEIVED

DA-WI 42

July 25, 1942

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

As requested in your wire of this date, we hereby concur in award of contract as of today, as follows:

Oregon DA-WI-4, Sunderland Avenue Access Road to Kaiser Shipyard, Vancouver, grading and paving, to Porter W. Tott, Portland, Oregon, who submitted the low bid at the bid opening held July 23, 1942;

Oregon DA-WI-4, Sunderland Avenue Access Road to Kaiser Shipyard, Vancouver, construction two pile trestle bridges, to Lindstrom Bros., Portland, Oregon, who submitted the low bid.

Very truly yours,

W. H. LYNCH
District Engineer

RECEIVED
JUL 28 1942
FOR FILING

CONFIRMATION

WORKS AGENCY

Public Roads Administration

8010-23 Oregon

DAY LETTER

Portland, Oregon
July 25, 1942

R. H. Baldock
State Highway Engineer
Salem, Oregon

ADDITIONAL FUNDS OREGON DA-NI-4 WILL BE PROVIDED. AM READY TO CONCUR IN AWARD WHEN ADVISED ALL RIGHTS OF WAY ACQUIRED OR RIGHT OF ENTRY OBTAINED

Lynch

Paid Gov't Rate

DA-WR 5 Section "A", Monmouth-Benton Co. Line
Pacific Highway West 1942

#2595

RECEIVED
JAN 3 1944
FOR FILING

RA-WR 5

December 27, 1943

Glens Falls Indemnity Co.
Jewett, Bartom, Leavy & Kern, Agents
Lewis Building
Portland 4, Oregon

Gentlemen:

You are hereby notified that state highway contract No. 2595 for work on Section "A", Monmouth-Benton County Line on the Pacific Highway West in Polk County, has been completed by the contractor, E. C. Hall Co. & J. C. Compton, and that final payment in the amount of $6,746.69 will be made on or after January 6, 1944.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues, or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

For your information we wish to advise that the total contract amount is $236,505.42, and that no force account work was performed therein. This contract was completed on September 30, 1943, and accepted by the Commission on November 8, 1943.

This notice is served upon you since you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Acting Secretary

AO

NOTED
RUTH SMITH

RECEIVED
DEC 13 1943
FOR FILING

December 13, 1943

Glens Falls Indemnity Co.
Jewett, Barton, Leavy & Kern, Agents
Lewis Building,
Portland, Oregon

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to E. C. Hall & J. C. Compton, on contract No. 2595, covering Section "A", Monmouth-Benton County Line on the Pacific Highway West, in Polk County. This payment, in the amount of $6,436.34, will be made on or after December 23, 1943. The retained percentage is $7,105.94.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues, or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

Kindly acknowledge receipt of this letter.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

MO

NOTED
RUTH SMITH

RECEIVED
NOV 13 1943
FOR FILING

FA-WR 5

November 12, 1943

E. C. Hall Co. and J. C. Compton
1160 Grant Street
Eugene, Oregon

Gentlemen:

The State Highway Commission, at its meeting on November 8, 1943, granted you the extension of time requested, from July 31, 1943, to September 30, 1943, without penalty, in connection with contract No. 2595 for bituminous macadam surfacing on Section "A", Monmouth, Benton County Line Section of the Pacific Highway West in Polk County.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

EQ

cc- J. C. Compton
U. S. Natl. Bank Bldg.
McMinnville, Oregon

F. D. Eason

NOTED
RUTH SMITH

RECEIVED
OCT 28 1943
FOR FILING

file-WE 5

October 25th, 1943

Mr. R. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland 8, Oregon

Dear Sir:

Will you kindly concur in an extension of time to E. C. Hall and J. C. Compton on Sections "B" and "D", Klamath-Benton County Line Section, BK-WE 5, Contracts Nos. 2295 and 2296. The specified completion date on these projects was July 31st, 1943; whereas, the actual completion date was September 30th, 1943.

The contractors started work on Section "B" soon after the award of the contracts and prosecuted the work as fast as weather and war conditions would permit. The only quarry available was the Griffin Butte quarry, from which they were also producing material for Camp Adair, and the desirable portion of the quarry was not available until the Army had secured the control necessary for its use.

The contractors had adequate equipment and all the men it was possible to secure. Therefore, it is felt that these contracts were handled as expeditiously as possible, and you are requested to concur in the extension without penalty.

Very truly yours,

R. H. Baldock
State Highway Engineer

E

cc to: H. G. Smith

Form E-1—634—8-41

E.H.-W.R. 5

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending Oct. 2, 19 43

Section "A" Monmouth-Benton Co. Line — Kind of work Surfacing & Bit. Mac.

Highway Pacific - West — Section prefix 27-1109

Contractor Hall & Compton — Contract number 2595

Date of contract July 27, 1942 — Date of completion July 31, 1943

Date work started Sept. 30, 1942 — Estimated date of completion ..., 19...

Amount of contract . . . . . $ 172,647.00 — Per cent of time elapsed 100 %

Estimated cost of completed project, exclusive of engineering . . . . . $ 232,000.00

Per cent of contract completed, based on total contract price . . . . . %

Engineering cost to date, $ 2600, 0.015 % — Date project was completed Sept 30, 19 43

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

During the week contractor completed hauling crushed rock from the stock pile site at the plant to permanent stock pile site at station 1360.

Completed blading and dressing shoulders, on Thursday Sept. 30th.

Friday and Saturday hauled rip rap material from stock pile site at station 1372 to overflow bridge at station 1302 to 1305. Rip rap work is charged to project 27-1104.

All work on this project was completed on September 30, 1943. and form E-233 was made out and submitted to the Salem office.

RECEIVED
OCT 7 - 1943

Signed [signature]

Address Monmouth, Ore.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project		4.15			
Miles partially completed					
Miles completed		4.15			
Total estimated quantities					
Estimated quantities moved or placed to date					
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day		1			
Hours per shift		10			
Average force on project for week		1- blade grader			

Percentages of men employed on contract to be secured from:

..... County, ...%; ..... County, ...%; ..... County, ...%; ..... County, ...%;

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men						1	
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors	1						

Equipment used during week: Shovels ....., Power graders ....1...., Rollers ....., Mixers ....., Crushing or screening plants .....

Compressors ....., Bulldozers ....., Sheet-foot rollers ....., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	cloudy		
Monday	fair		
Tuesday	"		
Wednesday	"		
Thursday	"		
Friday	"		
Saturday	cloudy		

RECEIVED
OCT 6 - 1943
DIVISION ENGINEER

STATE PRINTING DEPT.

RECEIVED
APR 10
FOR FILING
DA-MR 5

April 6, 1943

Jewett, Barton, Leavy & Kern
Lewis Building
Portland, Oregon

Gentlemen:

In reply to your inquiry of April 3, regarding the E. C. Hall and J. C. Compton contract for the construction of Section A, Monmouth-Benton County Line Section of the Pacific Highway West, in Polk County, wish to say that the last estimate that has been submitted for this job is that dated January 16, 1943, at which time the report indicated that the project was approximately 30% complete. There had been earned by the contractor up to January 16 the sum of $95,951.00. Our retained percentage is $9,595.10. The difference between these two amounts represents the amount that we have actually paid the contractor, viz., $86,355.90.

Very truly yours,

Secretary

HSG:HS

Earned to date $95,951.00
Retained 9,595.10
Paid to date 86,355.90

(date of last estimate Jan. 16)

Per cent complete approx. 30%

Date of last engineer's report was Jan. 16.

Specified date of completion July 31, 1943

. BARTON, LEAVY & KERN
SUCCESSORS TO
HENRY HEWETT & CO.
ESTABLISHED 1870
INSURANCE. SURETY BONDS
LEWIS BUILDING
PORTLAND. OREGON

EARLY ADDRESS:
HEWETT, PORTLAND
A. B. C. CODE
FIFTH EDITION

April 3, 1943.

ghway Commission,

Oregon.

H. B. Glaisyer:

er:

Re: Glens Falls Indemnity Bond
No. 244259 - E. C. HALL and
J. C. COMPTON - Construction
of Highway in Polk County
Sec. A- Monmouth-Benton Co. Line

The Surety Company is asking for a status report of the above contract. We would appreciate your advices.

Very truly yours,

JEWETT, BARTON, LEAVY & KERN

By Charles D Barton

CSB M

REFERRED TO
Miss Monroe
BY SECRETARY
what is the status of this?
HBG

ANSWERED
H. B. GLAISYER

[illegible] HEWETT
[illegible] B. BARTON
J. STUART LEAVY
JOHN T. KERN
HARRY HOLLISTER

JEWETT, BARTON, LEAVY & KERN

SUCCESSORS TO
HENRY HEWETT & CO.
ESTABLISHED 1870

INSURANCE. SURETY BONDS

LEWIS BUILDING
PORTLAND, OREGON

CABLE ADDRESS
HEWETT, PORTLAND
A. B. C. CODE
FIFTH EDITION

Lloyd's Agency

April 3, 1943.

Oregon State Highway Commission,

Salem, Oregon.

Attention, Mr. H. B. Glaisyer:

Dear Mr. Glaisyer:

Re: Glens Falls Indemnity Bond
No. 244259 - E. C. HALL and
J. C. COMPTON - Construction
of Highway in Polk County
Sec. A- Monmouth-Benton Co. Line

The Surety Company is asking for a status report of the above contract. We would appreciate your advices.

Very truly yours,

JEWETT, BARTON, LEAVY & KERN

By Charles D Barton

CSB M

REFERRED TO
Miss Monroe
BY SECRETARY
what is the status of this?

ANSWERED
H. B. GLAISYER

DA-NK 5

March 4, 1943.

Mr. W. H. Lynch,
District Engineer,
Public Roads Administration,
P. O. Box 3900,
Portland, Ore.

Dear Sir:

Please find enclosed four copies of Form B-1, Application for Certificate of Necessity of use of Bituminous Road Material required on Section "A" and Section "B", Monmouth-Benton County Line Access Road project Oregon DA-NK-5, Polk County.

Yours very truly,

C. B. McCullough,
Asst. Chief Engineer.

DA-WR 5

#2575

CROSS REFERENCE SHEET

Name or Subject: Wages and hours law

File No.:

Regarding: Overtime to be paid under Oregon laws.

Date: 9/4/42
9/30/42

SEE

Name or Subject: CONSTRUCTION
Labor

File No.:

File cross reference form under name or subject at top of the sheet and by the latest date of papers. Describe matter for identification purposes. The papers, themselves should be filed under name or subject after "SEE."

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DA-WR 5

September 21, 1942

Shell Oil Company
1220 S. W. Morrison St.
Portland, Oregon

Attention: Frank J. Hurner

Gentlemen:

In reply to your inquiry of September 17, 1942, we advise that E. G. Hall Company & J. C. Compton's contract, No. 2595, has not as yet been started.

Very truly yours,

AH

Secretary

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AUG 18 1942
FOR FILING

DA-WR 5

August 17, 1942

E. C. Hall Co. & J. C. Compton
U. S. National Bank Bldg.
McMinnville, Oregon

Gentlemen:

By express we are forwarding to you a fully executed copy of contract No. 2825, awarded to you on July 27th, 1942, for surfacing of Section "A", Yamhill-Benton County Line Section, Pacific Highway West in Polk County.

This copy is for your records and files.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Surveying

cc: E. C. Hall Co.

NOTED
D. G. DeSart

RECEIVED
AUG 18 1942
FOR FILING

Ins-Mtg

August 17, 1942

Glens Falls Indemnity Company
Jewett, Burton, Lowry and Lucas
Lewis Bldg.
Portland, Oregon

Gentlemen:

We are sending to you today by express a fully executed copy of contract No. 2895 which was awarded to E. G. Hall Co. & J. G. Compton on July 27th, 1942, for the Bituminous Surface Treating on the Section "A", Monmouth-Dallas County Line Section, Pacific Highway West in Polk County.

This copy is being sent to you since you appear as surety on the bond and is for your records and files.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

bk

NOTED
D. G. DeSart

RECEIVED
JUL 29 1942
FOR FILING

LA-WR-5

July 28, 1942

J. C. Compton and E. C. Hall
Company
U. S. National Bank Building
McMinnville, Oregon

Gentlemen:

We are sending you today, by express, four copies of contract No. 2595 which was awarded to you on July 27, 1942, by the State Highway Commission covering bituminous macadam surfacing on Section "A" of the Monmouth-Benton County Line Section of the Pacific Highway West, in Polk County.

Will you kindly execute all four copies of this contract as to agreement and bond and return them to this office for approval by the State Highway Commission. When this has been done a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the paragraph under Section 6, Page 15, of the printed General Provision, relating to the Workmen's Compensation Act. You are expected to accept the terms of this Act and to carry on your work under this contract in strict conformance thereto.

Your attention is also called to the paragraph on the same page relating to the payment by the contractor of amounts due hospital association, et cetera.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

MM

cc - E. C. Hall Company
& J. C. Compton
1160 Grant Street
Eugene, Oregon

NOTED
D. G. DeSart

STANDARD TIME INDICATED

RECEIVED AT

TELEPHONE YOUR TELEGRAMS TO POSTAL TELEGRAPH

Postal Telegraph (06)

THIS IS A FULL RATE TELEGRAM, CABLEGRAM OR RADIOGRAM UNLESS OTHERWISE INDICATED BY SYMBOL IN THE PREAMBLE OR IN THE ADDRESS OF THE MESSAGE. SYMBOLS DESIGNATING SERVICE SELECTED ARE OUTLINED IN THE COMPANY'S TARIFFS ON HAND AT EACH OFFICE AND ON FILE WITH REGULATORY AUTHORITIES.

Form 12

R23 39/37 GOVT DL=NX PORTLAND ORE 28 1059A 1942 JUL 28 AM 11 08

R H BALDOCK, STATE HIGHWAY ENGINEER:
=(SALEM ORE)=

WE HEREBY CONCUR IN AWARD OF CONTRACTS AS OF THIS DATE ON OREGON DA-WR-5 SECTION A TO E. C. HALL AND J. C. COMPTON AND SECTION B TO E. C. HALL, J. C. COMPTON AND MCNUTT BROS=

:LYNCH:

RECEIVED
JUL 2 [illegible]
FOR FILING

DA-WR-5 A E C J C B E C J C.

SALEM, OREGON
JULY 27, 1942

RECEIVED
JUL 28 1942
FOR FILING

W. H. LYNCH
DISTRICT ENGINEER
PUBLIC ROADS ADMINISTRATION
POST OFFICE BUILDING
PORTLAND, OREGON

REQUEST CONCURRENCE IN AWARD TODAY OF CONTRACTS ON MONMOUTH-BENTON COUNTY LINE SECTION AS FOLLOWS STOP SECTION A TO E. C. HALL AND J. C. COMPTON STOP SECTION B TO E. C. HALL, J. C. COMPTON AND McNUTT BROS. STOP ALL RIGHTS OF WAY ARE ACQUIRED

R. H. BALDOCK

RECEIVED
OCT 9, 1942
FOR FILING

LA-WR 5

July 27, 1942

E. C. Hall & J. C. Compton
U. S. National Bank Building
McMinnville, Oregon

Gentlemen:

Confirming my telegram to you of this date, the State Highway Commission has today awarded to you the contract for bituminous macadam surfacing Section "A" of the Monmouth-Benton County Line Section of the Pacific Highway West, in Polk County. This award was based on your low bid of $172,647.50, submitted on July 23, 1942.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

KH

cc - E. C. Hall
1160 Grant Street
Eugene, Oregon

L. N. Probert
G. S. Parsons

let unfinished

Charge to the account of _____ $ _____

File

CLASS OF SERVICE DESIRED			
DOMESTIC		CABLE	
TELEGRAM	X	ORDINARY	
DAY LETTER		URGENT RATE	
SERIAL		DEFERRED	
OVERNIGHT TELEGRAM		NIGHT LETTER	
SPECIAL SERVICE		SHIP RADIOGRAM	

Patrons should check class of service desired; otherwise the message will be transmitted as a telegram or ordinary cablegram.

WESTERN UNION

1217-B

R. B. WHITE
PRESIDENT

NEWCOMB CARLTON
CHAIRMAN OF THE BOARD

J. C. WILLEVER
FIRST VICE-PRESIDENT

CHECK
ACCOUNTING INFORMATION
TIME FILED

Send the following telegram, subject to the terms on back hereof, which are hereby agreed to

SALEM, OREGON, JULY 27, 1942

E. G. HALL & J. C. COMPTON
U. S. NATIONAL BANK BLDG.
HENRIETTA, OREGON

STATE HIGHWAY COMMISSION AWARDED YOU TODAY CONTRACT FOR 4.15 MILES BITUMINOUS MACADAM SURFACING, ON SECTION "A" OF MONMOUTH-DALLAS COUNTY LINE SOUTH, PACIFIC HIGHWAY WEST, POLK COUNTY, BASED ON YOUR LOW BID SUBMITTED ON JULY 23, 1942. CONTRACT FORMS FOLLOW SHORTLY.

H. H. GLAEVER SECRETARY
STATE HIGHWAY COMMISSION

RECEIVED

STANDARD TIME INDICATED
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TELEPHONE YOUR TELEGRAMS TO POSTAL TELEGRAPH

Postal Telegraph (45)

TELEGRAMS CABLEGRAMS RADIOGRAMS

THIS IS A FULL RATE TELEGRAM, CABLEGRAM OR RADIOGRAM UNLESS OTHERWISE INDICATED BY SYMBOL IN THE PREAMBLE OR IN THE ADDRESS OF THE MESSAGE. SYMBOLS DESIGNATING SERVICE SELECTED ARE OUTLINED IN THE COMPANY'S TARIFFS ON HAND AT EACH OFFICE AND ON FILE WITH REGULATORY AUTHORITIES.

Form 15

R35 28/29 GOVT DL=NX PORTLAND ORE 27 317P

R H BALDOCK STATE HIGHWAY ENGINEER*

*(SALEM ORE)=

RECEIVED
1942 JUL 27 PM 3 47

WE ARE READY TO CONCUR IN AWARD OF CONTRACTS ON SECTIONS A AND B OF MONMOUTH-BENTON COUNTY LINE SECTION OREGON DA-WR-5 ADDITIONAL ACCESS FUNDS REQUESTED WILL BE PROVIDED

LYNCH

DA-WR-5

RECEIVED
JUL 13 1942
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DA-WR

7/11/42

ECONOMIC ANALYSIS FOR SELECTION OF PAVEMENT TYPES ON NORTH UNIT OR UNIT A ON CAMP ADAIR-MONMOUTH ACCESS HIGHWAY A PART OF 99W

Cross Referenced To
F + AC
Costs
Construction

Maintenance costs of various pavement types

Year	1936	1937	1938	1939	1940	1941	Average
Portland cement concrete	90	108	111	125	147	147	121
Asphaltic concrete	183	340	257	227	297	332	273
Bituminous macadam	211	224	212	233	311	436	271

Average cost of Portland cement concrete and bituminous macadam of the same thickness and width as proposed on Units A and B or Camp Adair-Monmouth Section of 99W

Year	1938	1939	1940	1941	1942 est.
Portland cement concrete	$26,013	$28,615	$27,369	$32,794	$52,000
Bituminous macadam	19,687	18,631	19,097	22,249	36,000
3-year average					
Portland Cement concrete		$27,100			
Bituminous macadam		19,300			
Difference		$ 7,800		$10,545	$16,000

A. Annual cost of each type on basis of 3-year costs shown above

	Portland cement concrete	Bituminous Macadam	Total
Amortization	$1,380	$120	$1,500
Maintenance (estimated)	975	570	1,545

Cost of placing 2" asphaltic concrete wearing surface on bituminous macadam to increase thickness of flexible surface and reduce maintenance

Present costs	$14,000
Former costs	9,000

B. Annual cost of each type based on placing additional thickness on bituminous macadam type; i.e., a 2" asphaltic concrete top, in postwar period

	Portland cement concrete	Bituminous macadam	Total
Amortization	$1,380	$120	$1,500
Maintenance (estimated)	1,440	120	1,560

Under annual cost A the annual saving in maintenance cost of the Portland cement concrete type over the bituminous macadam type will equal an increased investment of about $9,000. However, the investment required will cost about $14,000 now or $9,000 later. If deferred for 5 years the extra maintenance cost will amount to $2,250, making an additional charge of $11,250.

From the foregoing analysis it appears that $12,000 per mile in cost represents the maximum amount that should be paid for Portland cement concrete pavement over the cost of bituminous macadam. The project is 4.12 miles in length which would make this extra first cost equal $49,800.

July 11, 1942

Economic Analysis for selection of pavement type for North Unit Aprons on Camp Polaris Movement areas lighting and T & W.

Maintenance costs of various pavement types.

Year	1936	1936	1938	1937	1940	1941	Av.
Portland cement Concrete	90	108	111	125	147	149	121
Asphaltic concrete	183	340	257	257	297	332	273
Bituminous macadam	211	224	212	233	311	436	271

Average cost of Portland Cement Concrete and Bituminous macadam of the same thickness and width as proposed on ~~Camp Polaris~~ Units A and B on Camp Polaris - Monmouth section of T & W.

~~Year~~ Year	1938	1939	1940	1941	1942 est
Portland Cement Concrete	26,013	28,615	27,389	32,754	57,000
Bituminous macadam	19,687	18,631	19,057	22,445	36,000

3 yr av. P.C 27,100 Diff 10,500 16,000
A.C 16,300
Diff. 7,800

A. annual ~~yearly~~ cost of each type on basis of 3 yr. costs shown above

	P.C	B.M	Total
annuity at	1380	NO	1500
Maintenance (estimated)	95	570	1545

Cost of Placing 2" A.C. wearing surface on Bituminous to ~~Portland~~ increase thickness of flexible surface and reduce maintenance.

present costs 14,000
future costs 9000

B. From
~~Yearly~~ cost of each type board, ~~of~~ on
~~Gabet~~ planks additional Thickness
or Bat. mac. ~~type~~ type I.C. a 2" Bc type
In prot mac panel

	P. C	B M	Total
amortization	1350	120	1506
maintenance est.	~~1440~~	~~150~~	1580

~~The plan #~~

Worker annual cost of the

~~O~~ O annual spray or maintenance cost of the P. C type mac the BM type will cost an annual treatment of about ~~$3000~~ $9000 - However the amount required will cost about $17,000 mac or $9000 Ltd

If deferred for 5 years the extra maintenance cost will amount to ~~$1000~~ $2250 O making an additional charge of $10,250.

From the foregoing analysis it appears that $17,000 per mile is cost upkeep of the Bitumac cost that should be paid for Prot. Cement concrete pavement over the cost of Bat mac. The project is 6.56 miles in length which would, equal $49.800 make the extra first cost.

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411.5
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ECONOMIC ANALYSIS FOR SELECTION OF PAVEMENT TYPES ON NORTH UNIT OR UNIT A ON CAMP ADAIR-MONMOUTH ACCESS HIGHWAY A PART OF 99W

Maintenance costs of various pavement types

Year	1936	1937	1938	1939	1940	1941	Average
Portland cement concrete	90	108	111	125	147	147	121
Asphaltic concrete	183	340	257	227	297	332	273
Bituminous macadam	211	224	212	233	311	436	271

Average cost of Portland cement concrete and bituminous macadam of the same thickness and width as proposed on Units A and B or Camp Adair-Monmouth Section of 99W

Year	1938	1939	1940	1941	1942 est.
Portland cement concrete	$26,013	$28,615	$27,369	$32,794	$52,000
Bituminous macadam	19,687	18,631	19,097	22,249	36,000
3-year average					
Portland cement concrete		$27,100			
Bituminous macadam		19,300			
Difference		$ 7,800		$10,545	$16,000

A. Annual cost of each type on basis of 3-year costs shown above

	Portland cement concrete	Bituminous Macadam	Total
Amortization	$1,380	~~$120~~ 97	$1,500
Maintenance (estimated)	~~975~~ 140	570	1,545

Cost of placing 2" asphaltic concrete wearing surface on bituminous macadam to increase thickness of flexible surface and reduce maintenance

Present costs	$14,000
Former costs	9,000

B. Annual cost of each type based on placing additional thickness on bituminous macadam type; i.e., a 2" asphaltic concrete top, in postwar period

	Portland cement concrete	Bituminous macadam	Total
Amortization	$1,380	$120	$1,500
Maintenance (estimated)	1,440	120	1,560

Under annual cost A the annual saving in maintenance cost of the Portland cement concrete type over the bituminous macadam type will equal an increased investment of about $9,000. However, the investment required will cost about $14,000 now or $9,000 later. If deferred for 5 years the extra maintenance cost will amount to $2,250, making an additional charge of $11,250.

From the foregoing analysis it appears that $12,000 per mile in cost represents the maximum amount that should be paid for Portland cement concrete pavement over the cost of bituminous macadam. The project is 4.12 miles in length which would make this extra first cost equal $49,800.

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MAY 25 1942
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DA-WR 5

May 23, 1942

Mr. W. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland, Oregon

Dear Sir:

In accordance with the authorization granted in your letter of March 23, we have selected the Monmouth-Benton County Line Section (Project DA-WR-5) as the project on which to construct Portland cement concrete pavement without expansion joints.

For that purpose, we request that Project DA-WR-5 be considered as experimental project.

Very truly yours,

R. H. BALDOCK
Chief Engineer

By

S. H. Prebert
Office Engineer

SHP:ER

DA-WR 5 Section "B", Monmouth-Benton Co. Line
Pacific Highway West 1942

#2596

RECEIVED
JAN 31 1944
FOR FILING
2H-WR 5

January 31, 1943

Maryland Casualty Co.
Hansen & Rowland, Inc. of Oregon
406 Title & Trust Building
Portland 4, Oregon

Gentlemen:

You are hereby notified that state highway contract No. 2396 for work on Section "B" of Monmouth-Denton County Line on the Pacific Highway West in Polk County, has been completed by the contractor, E. C. Hall Co., J. C. Compton & McNutt Bros., and that final payment in the amount of $13,609.61 will be made on or after February 10, 1944.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues, or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

For your information we wish to advise that the total contract amount is $280,442.68 and that no force account work was performed therein. This contract was completed on September 30, 1943 and accepted by the Commission on November 8, 1943.

This notice is served upon you since you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

AO

NOTED
RUTH SMITH

RECEIVED
JAN 11 1944
FOR FILING

LA-WR 5

January 10, 1944

Maryland Casualty Company
Hansen & Rowland, Inc.
406 Title & Trust Building
Portland (4), Oregon

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to E. G. Hall Co., J. C. Compton & McNutt Brothers, on contract No. 2996, covering 2.52 miles of grading and 4.92 miles of bituminous macadam surfacing on Section "B", of Monmouth-Benton County Line Section of the Pacific Highway West in Polk County. This payment, in the amount of $28,440.26, will be made on or after January 20, 1944. The retained percentage is $8,252.57.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues, or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claim should there be any.

Kindly acknowledge receipt of this letter.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

EW

RECEIVED
NOV 18 1943
FOR FILING

LA-NR 5

November 12, 1943

E. G. Hall Co., J. C. Compton, and McHutt Bros.
1160 Grant Street
Eugene, Oregon

Gentlemen:

The State Highway Commission, at its meeting on November 8, 1943, granted you the extension of time requested, from July 31, 1943, to September 30, 1943, without penalty, in connection with contract No. 2596 for grading and surfacing on Section "B", Monmouth-Benton County Line Section of the Pacific Highway West in Polk County.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

AO

cc-J. C. Compton
U. S. Natl. Bank Bldg.
McMinnville, Oregon

McHutt Bros.
351½ E. Broadway
Eugene, Oregon

F. D. Eason

NOTED
RUTH SMITH

Form B-1-405-A-41

AA-WC 5

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

Unit B

For Week Ending Oct. 2, 1943

Section Monmouth-BentonCo. Line

Kind of work Grading, Surf. & Bit. Mac.

Highway Pacific - West

Section prefix 270110

Contractor Hall, Compton & McNutt Bros.

Contract number 2596

Date of contract July 27, 1942

Date of completion July 31, 1943

Date work started Aug. 17, 1942

Estimated date of completion , 1943

Amount of contract $229,153.00

Per cent of time elapsed 100 %

Estimated cost of completed project, exclusive of engineering $229,153.00

Per cent of contract completed, based on total contract price . . . . . %

Engineering cost to date, $ 8,000, 0.035 %

Date project was completed April 30, 1943

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Duringthe week one blade grader completed dressing shoulders and ditches. 4 man trimmed up ditches and cleaned culvert ends in conjunction with blade grader work.

All work was completed on September 30th.

RECEIVED
OCT 7 - 1943

Signed [signature]

Address Monmouth, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project		6.56			
Miles partially completed					
Miles completed		6.56			
Total estimated quantities					
Estimated quantities moved or placed to date					
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day		1			
Hours per shift		10			
Average force on project for week		6			

Percentages of men employed on contract to be secured from:

..... County, ...%; ..... County, ...%; ..... County, ...%; ..... County, ...%;

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men	4					1	5
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors	1						1
							6

Equipment used during week: Shovels ....., Power graders 1, Rollers ....., Mixers ....., Crushing or screening plants .....

Compressors ....., Bulldozers ....., Sheet-foot rollers ....., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	cloudy		
Monday	fair		
Tuesday	"		
Wednesday	"		
Thursday	"		
Friday	"		
Saturday	cloudy		

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OCT 6 - 1913
DIVIS... ENGINEER

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DA-WR 5

Dec. 1, 1942.

Mr. W. H. Lynch,
District Engineer,
Public Roads Administration,
P. O. Box 3900,
Portland, Ore.

Dear Sir:

We are enclosing a PD-1A application for a preference rating required to purchase some tools to be used on the Monmouth-Benton County Line Section project by Kellett Bros., contractors.

Yours very truly,

R. H. BALDOCK,
CHIEF ENGINEER.

DA-WR 5

2576

CROSS REFERENCE SHEET

Name or Subject: Wages and hours law

File No.:

Regarding: Overtime to be paid under Oregon laws.

Date: 9/4/42
9/30/42

SEE

Name or Subject: CONSTRUCTION
Labor

File No.:

File cross reference form under name or subject at top of the sheet and by the latest date of papers. Describe matter for identification purposes. The papers, themselves should be filed under name or subject after "SEE."

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FORM S-1502 12M 1-42

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN
PORTLAND
HURON W. CLOUGH, MEMBER
CANYONVILLE
HERMAN OLIVER, MEMBER
JOHN DAY

RECEIVED
SEP 11 1942
FOR BH

DA-WR 5

OREGON
STATE HIGHWAY COMMISSION

SALEM

R. H. BALDOCK, CHIEF ENGINEER
C. S. McCULLOUGH, ASS'T CHIEF ENGINEER
J. M. DEVERS, CHIEF COUNSEL
H. B. GLAISYER, SECRETARY

File

IN REPLY PLEASE
REFER TO FILE NO.

September 5, 1942

Ruffatt Bros.,
Contractors,
561½ E. Broadway,
Eugene, Oregon.

Gentlemen:

With further reference to the building of detours on the Monmouth-Benton County Line, Section "B", Contract No. 1506, and in reply to your letter of August 29th concerning same, the State will assume the maintenance of these detours, relieving you of all further obligation as respects the surface of the road, upon your acceptance of a nominal charge of $200.00 to cover the maintenance of these two detour sections. With this arrangement, we will construct the detours as outlined without the additional expense as you suggested.

If this arrangement is acceptable, please indicate your acceptance by signing the statement at the bottom of this letter.

Very truly yours,

H. B. Baldock,
Chief Engineer.

The above arrangement is satisfactory and acceptable.

_____

FORM E-30 3000 9-42

RECEIVED
FOR FILING

DA-NR 5

To:

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

.....

.....

Subject:

August 25, 1942

File copy

McDutt Brothers
Eugene, Oregon

Dear Sir:

Contrary to the provisions of the contract for the Monmouth County Line Section, Contract # 2596, as set forth on page 26 of the special provisions, permission is granted to perform the grading work involved from Sta. 1291 South after adequate detours and all provisions for the proper handling of traffic during the winter period have been provided. Detours will be staked for additional width as the Engineer may determine. Subbase and surfacing shall be placed with crushed rock instead of gravel, providing for a 20-foot width of oil roadway. The subbase shall be of 4"-0 crushed rock material placed in three 4½" lifts, each lift being leveled and rolled tight. Upon completion of the third lift the top shall be keyed and leveled with 1"-0 crushed rock. When this surface has been properly constructed the 0-11 oil mat can be constructed. No grading that will interfere with the present paved highway will be permitted until the detour to be provided is constructed as above outlined and opened for traffic use.

The contractor will be responsible for and will bear all Maintenance Expense in connection with the detour, signs, lights, or other precautions needed for the protection of the travelling public.

Payment for the work involved in the detour construction will be made in accordance with the contract bid items.

Your acceptance of these requirements must be evidenced by the signing of the appended statement. An extra copy of the letter is attached.

Very truly yours,

R. H. BALDOCK
Chief Engineer

RHB:MGL

The above outlined procedure and conditions are noted and accepted.

_____

RECEIVED
AUG 1 0 1948
FOR FILING

DA-WR 5

August 27, 1948

Re: Mr. Hill Coe, Jr. Co. Complaint & Mr. Bob Lyons
Re: S.P. Railroad Bank Building
Mr. Winnerville, Oregon

Gentlemen:

By express we are forwarding to you a fully executed copy of contract No. 5206 awarded to you on July 27, 1948, for grading and Bituminous Surface Surfacing on Section "F", Winnerville-Burton County Line Section of the Pacific Highway West in Polk County.

Complete

This copy is for your records and files.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

cc: Mr. Mr. Hill Coe
and Mr. Bob Lyons

NOTED
D. G. DeSart

RECEIVED
AUG 18 1942
FOR FILING

August 17, 1942

Maryland Casualty Company
Bonding & Surety Dept. of Oregon
600 Title & Trust Bldg.
Portland, Oregon

[redacted]

We are sending to your today by express a fully executed copy of contract No. 2896 which was awarded to H. C. Hall Co., J. C. Compton & Mc Nutt Bros. on July 27th, 1942 for the grading and surfacing on Section "F", Hammersley-Lambert County Line Section, Pacific Highway West in Polk County.

This copy is being sent to you since you appear as surety on the bond and is for your records and files.

Very truly yours,
STATE HIGHWAY COMMISSION

By

[redacted]

Engineer

Mh

NOTED
D. G. DeSart

RECEIVED
JUL 29 1942
FOR FILING

Ea-W 12-5

July 28, 1942

J. C. Compton & E. C. Hall Company
and McNutt Brothers
U. S. National Bank Building
McMinnville, Oregon

Gentlemen:

We are sending you today, by express, four copies of contract No. 2596 which was awarded to you on July 27, 1942, by the State Highway Commission covering grading and bituminous macadam surfacing on Section "g" of the Monmouth-Benton County Line-Section of the Pacific Highway West, in Polk County.

Will you kindly execute all four copies of this contract as to agreement and bond and return them to this office for approval by the State Highway Commission. When this has been done a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the paragraph under Section 6, Page 15, of the printed General Provision, relating to the Workmen's Compensation Act. You are expected to accept the terms of this Act and to carry on your work under this contract in strict conformance thereto.

Your attention is also called to the paragraph on the same page relating to the payment by the contractor of amounts due hospital association, et cetera.

Very truly yours,
STATE HIGHWAY COMMISSION

By

MM

Secretary

cc - E. C. Hall Company
1160 Grant Street
Eugene, Oregon

McNutt Brothers
351½ E. Broadway
Eugene, Oregon

NOTED
D. G. DeSart

RECEIVED
OCT-9 1942
FOR FILING

CA-WR 5

July 27, 1942

E. C. Hall Company &
J. C. Compton & Hewett Bros.
U. S. National Bank Building
McMinnville, Oregon

Gentlemen:

Confirming my telegram to you of this date, the State Highway Commission has today awarded to you the contract for 2.32 miles grading and 4.93 miles bituminous macadam surfacing on Section "B" of the Monmouth-Benton County Line Section of the Pacific Highway West, in Polk County. This award was based on your low bid of $229,153, submitted on July 23, 1942.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

EM

cc - E. C. Hall Company
1160 Grant Street
Eugene, Oregon

Hewett Brothers
3515 E. Broadway
Eugene, Oregon

S. H. Probert

G. S. Parsons

CLASS OF SERVICE DESIRED			
DOMESTIC		CABLE	
TELEGRAM	☞	ORDINARY	
DAY LETTER		URGENT RATE	
SERIAL		DEFERRED	
OVERNIGHT TELEGRAM		NIGHT LETTER	
SPECIAL SERVICE		SHIP RADIOGRAM	

Patrons should check class of service desired; otherwise the message will be transmitted as a telegram or ordinary cablegram.

File

COPY OF WESTERN UNION TELEGRAM

SALEM, OREGON, JULY 27, 1942

H. C. HILL, J. C. COMPTON & HERBERT HOOK.
C. S. HAYS, PARK BUILDING
HENDERSONVILLE, OREGON

STATE HIGHWAY COMMISSION AWARDED YOU TODAY CONTRACT FOR SECTION "F" OF THE HENDERSON-HUNTON COUNTY LINE HIGHWAY, PACIFIC HIGHWAY WEST, 2.52 MILES GRADING AND 4.93 MILES BITUMINOUS MACADAM SURFACING, IN POLK COUNTY, BASED ON YOUR LOW BID SUBMITTED ON JULY 23, 1942. CONTRACT FORMS FOLLOW SHORTLY.

H. B. GLADDEN, SECRETARY
STATE HIGHWAY COMMISSION

CONFIRMATION

RECEIVED
JUL 29 19
FOR FILING

[redacted] WORKS AGENCY
[redacted]

Public Roads Administration

[redacted]

9010-80 Oregon

20-WR 5

DAY LETTER

Portland, Oregon
July 28, 1942

R. H. Baldock
State Highway Engineer
Salem, Oregon

WE HEREBY CONCUR IN AWARD OF CONTRACTS AS OF THIS DATE ON OREGON DA-WR-5 SECTION A TO H. C. HALL AND J. C. COMPTON AND SECTION B TO H. C. HALL, J. C. COMPTON AND McGUIT BROS.

Lynch

Paid Gov't Rate

CONFIRMATION

FEDERAL WORKS AGENCY
XXXXXX XXXXXXXXXXXXXXXXXX
XXXXX Public Roads Administration
0010-20 Oregon

XXXXXXXXXXXXXXXXXXXXXXXXXXXXXX

DAY LETTER

Portland, Oregon
July 27, 1942

R. H. Baldock
State Highway Engineer
Salem, Oregon

WE ARE READY TO CONCUR IN AWARD OF CONTRACTS ON SECTIONS A AND B OF MONMOUTH-BENTON COUNTY LINE SECTION OREGON DA-WR-5. ADDITIONAL ACCESS FUNDS REQUESTED WILL BE PROVIDED

Lynch

Paid Gov't Rate

DA-NM 8 South Mountain Mine Access Road
I.O.N. Secondary Highway L942

#2597

RECEIVED
NOV 8 - 1944
FOR FILING

DA-WN1 8

November 6, 1944

Mr. W. H. Lynch
District Engineer
Public Roads Administration
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

Reference is made to your letter of October 26, re maintenance of Oregon DA-WN 8, South Mountain Mine Access Road in Malheur County, particularly that portion between the intersection of Main Street and the State Secondary Highway in Jordan Valley southwesterly of the Oregon-Idaho State line.

This matter was taken up with the county court and the city authorities of Jordan Valley, and I am advised that the city and county have together worked out a plan to handle the maintenance required. The work is already underway, and I have been assured that the roads will be placed in good condition before the winter freeze-up.

Very truly yours,

R. H. Baldock
State Highway Engineer

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND 8, OREG.

October 26, 1944

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to Oregon DA-WM 8, South Mountain Mine Access Road and particularly to that portion between the intersection of Main Street and the State Secondary Highway in Jordan Valley, southeasterly, to the Oregon-Idaho State line.

This project was completed in December 1942 under a State contract. A maintenance agreement between the County Court of Malheur County and the Oregon State Highway Commission was executed by the County on August 5, 1942 and by the State on August 14, 1942.

The lack of maintenance of this short portion of the project has been called to our attention and a recent inspection by a representative of this office shows the surface has become very rough with numerous pot holes in the gravel surfacing.

Will you please take this matter up with the Malheur County Court as it is essential that the necessary maintenance be performed before the winter season sets in.

Very truly yours,

W. H. LYNCH
District Engineer

REFERRED TO
Cutler
by Chief Engineer

Please [illegible] with the Court [illegible] and [illegible] a letter to [illegible] for the [illegible]

RECEIVED
OCT 27 1944
OREGON
STATE HIGHWAY COMMISSION

Copy sent to Miller

RECEIVED
SEP 29 1943
FOR FILING

EA-WN 8

P. W. Bullock

Sept. 28, 1943.

NOTED
Chief Highway Engineer

FINAL COST ANALYSIS

State Line-Jordan Valley and Hooker Creek-State Line Units
Contract #2597

Roadbed Topping
O. C. Yocom, Contractor
E. G. Bickmore, Res.Engr.

Jordan Valley County Road and I.O.N. Highway
Prefix 123-1030

Item	Cost	Quantity	Unit	Unit Cost	Unit Bid	Gross Revenue
Selected Roadbed Topping	$ 10,924.11	33,537.5	Cu.Yd.	0.326	0.90	$30,183.75
Hauling Roadbed Topping	13,178.79	65,401.0	Yd.Mi.	0.20	0.12	7,848.12
	$ 24,102.90					$38,031.87

Gross Revenue	$ 38,031.87
Total Cost	24,102.90
Net Profit	13,928.97

Net Profit Equals 36.6% of Gross Revenue

NOTE: A large income tax will be deducted from the profit shown.

SOUTH CHROME MINE ACCESS ROAD FINAL

COST ANALYSIS

Labor:		
	Supervision (Including Superintendent)	$ 1,648.55
	Labor	6,706.84
	State Industrial Accident Insurance	470.06
	Social Security and Unemployment Insurance	313.38
		$ 9,138.83
Equipment Rental, Supplies and Misc:		
	Equipment Rental (Includes Repairs)	$ 6,130.75
	Gas, Oil & Grease	3,810.00
	Small Tools & Misc. Supplies	325.00
	PUC Fees	104.00
	Explosives	723.00
	Cost of Move in	1,450.00
	PL & PD Insurance	56.00
	Drill & Shoot Gravel Pit(Subbed)	845.00
	Bond	380.32
	Home Office and General Overhead	1,140.00
		$14,964.07
	Total	$24,102.90

REMARKS:

This was a "Federal Access Road Project" which was awarded August 11th, 1942. Work on the project was started October 6th, 1942 and completed Dec. 16th, 1942.

The contract consisted of the placing of pit-run gravel topping on the State Line-Jordan Valley Unit and the Hooker Creek-State Line Unit of the South Mountain Chrome Mine Access Road Project in Malheur County.

The contractor moved in his equipment and started working Oct. 6, 1942. Due to a limited amount of suitable material available, considerable stripping was necessary and consistent high production was impossible. Available pits were soon exhausted and necessitated a cross haul of about a mile on a considerable portion of the project.

Due to adverse weather conditions truck haul was very slow, the trucks averaging two and one-half trips per hour on slightly less than an average two mile haul

Cost of loading the material and street work was low and a large profit was realized on the main bid item.

This contract was bid high, well supervised, and was handled with a small crew.

Average production for the job was 65 cu.yds. per hour. A large profit was realized by the contractor.

E. H. Clymer,
Cost Analyst

By
C. E. Paulsen

Stencil No. 124

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

DA-WM 8

POST OFFICE BUILDING
PORTLAND, OREGON

July 26, 1943

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Oregon DA-WM 8 (1)
South Mountain Mine Access Road

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the _____ project agreement and certificate for the above-numbered project.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
L. J. Caufield
Sr. Highway Engineer

Encl.

RECEIVED
JUL 27 1943
OREGON
STATE HIGHWAY COMMISSION

Wayne 17007

Form P. R. 2

State Oregon

Project No. [redacted] 8(1)

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 26th day of May, 1943

by and between The Oregon State Highway Commission

, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Federal Works Administrator, hereinafter called the Administrator, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto: and the Defense Highway Act of 1941.

Whereas the Highway Department of said State submitted on the _____ day of _____, 19____, a project statement, which was approved on the _____ day of _____, 19____, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated for the administration of the Federal Highway Act, has furnished surveys, plans, specifications, and estimates for Section [redacted] of said project which were recommended for approval by the District Engineer of the Public Roads Administration on the 16th day of July 19[redacted]; and

Whereas the Administrator has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of forty-two thousand, six hundred three and 00/100 dollars ($42,603.00) as the share of the United States payable under said act on account of Section [redacted] of said project, which does not exceed the authorized Federal pro rata share of 1s the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Administrator do hereby mutually agree as follows:

10—11879

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(*a*) By the State from funds made available for the construction of access roads under the provisions of the Defense Highway Act of 1941 approved November 19, 1941 (Public Law 295 - 77th Congress).

(Include date and citation of act of legislature by which authorized)

(*b*) From other sources

(State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between survey station 107+63 at the Idaho State Line, in Sec. 7, T. 30 S., R. 47 E., W.M., and survey station 12|+57 at the Idaho State Line, in Sec. 31, T. 26 S., R. 47 E., W.M., except bridges, survey stations 59|+30 to 59|+91, at Knight's Ranch, and survey stations 9+89.7 to 11+18.4, at Malley, and roadway Jordan Valley north between survey stations 5268+75 and 55|5+75, length 17.933 miles, in Malheur County, being Section (1) of Oregon Defense Access project No. DA-[illegible] 8/, consisting of 17.933 miles of roadway and no bridges, each of more than 20 feet clear span, of a mile in length.

10—11379 GPO

RECEIVED REGIONAL HEADQUARTERS JUL 20 1943

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Administrator or his agents, and in accordance with the laws of said State, the rules and regulations of the Administrator, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Administrator or his authorized representatives. ~~Such construction work as may be performed by force account shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Administrator, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.~~

The project covered by this agreement provides for an access road certified as important to the national defense as required by the provisions of Section 6 of the Defense Highway Act of 1941 (Public Law 295 - 77th Congress).

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of [redacted] said project shall not in any event exceed the sum of [redacted] dollars ($ 12,607.00), certified to the Secretary of the Treasury as above mentioned, which [redacted] in [redacted] the approved total estimated cost of [redacted] said project.

PAYMENTS

ARTICLE V. As the construction of said project progresses, the Administrator shall from time to time draw warrants on the Secretary of the Treasury for the payment to The State Treasurer
(Official or depository)
hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon
(Name)
of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Administrator after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

The Administrator reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chapter 529, Laws 1939.
(Include reference to statute authorizing funds and probable amount annually available)

RECEIVED JUL 30 1940

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

GPO 16—11370

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Administrator on the _____ day of JUN 14 1943, 19____

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By _____

Chairman, State Highway Commission
(Title of officer)

By _____

Member, State Highway Commission
(Title of officer)

By _____

Member, State Highway Commission.
(Title of officer)

By _____

_____
(Title of officer)

By _____

_____
(Title of officer)

FEDERAL WORKS ADMINISTRATOR,

By _____
Acting Commissioner of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE 16—11279

Form PR. 3—Revised

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

THE SECRETARY OF THE TREASURY, AND

THE STATE HIGHWAY DEPARTMENT OF THE STATE OF Oregon

Pursuant to the acts above cited, I hereby certify—

FIRST. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Agency as Defense Access Project No. DA-OR-8(1) State of Oregon

SECOND. That in accordance with said provisions I have approved the sum of $ 42,603.00 as the total estimated cost of said project, and the sum of $ 42,603.00 as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal [illegible] pro rata share of said total estimated cost.

Done at the city of Washington, this ..... day of .....
one thousand nine hundred and JUN 14 1943

FEDERAL WORKS ADMINISTRATOR,

By T. H. MacDonald
Acting Commissioner of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE 16—10139

RECEIVED
JUL 17
FOR FILE

DA-WM 8

July 12, 1943

United States Fidelity & Guaranty Co.
Ethel Cline, Agent
1112 Bedell Building
Portland, Oregon

Gentlemen:

You are hereby notified that state highway contract No. 2597 for work on the South Mountain Chrome Mine Access Road Project of the I. O. M. Secondary Highway, in Malheur County, has been completed by the contractor, O. C. Yocom, and that final payment in the amount of $1,133.33 will be made on or after July 22, 1943.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues, or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

For your information we wish to advise that the total contract amount is $38,031.87, and that no force account work was performed therein. This contract was completed on December 16, 1942 and accepted by the Commission on July 7, 1943.

This notice is served upon you since you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

EB

RECEIVED
JUL 10 1943
FOR FILING

XX-NM 8

July 9, 1943

S. C. Yocum Co.
902 E. 11th St.
Hollinsville, Oregon

Dear Sirs:

This is to advise you that the State Highway Commission at its meeting of July 7, 1943 approved without penalty the extension of time you requested on contract No. 2597, for roadbed topping on the South Mountain Chrome Mine Access Road Section of the I.O.S. Highway in Malheur County.

The extension of time was from November 30th, 1942 to December 16, 1942.

Very truly yours,
OREGON STATE HIGHWAY COMMISSION

BY

Secretary

Encl

cc: Mr. Paul Van Scoy
Division Engineer

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

DA-WN 8

May 19, 1943

POST OFFICE BUILDING
PORTLAND, OREGON

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith two copies of proposed project agreement for signature and return to this office for Oregon DA-WN 8(1), South Mountain Chrome Mine Access Road.

Enclosed also is an approved copy of the detail estimate upon which the agreement was based, together with approved copy of specifications.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield

L. J. Caufield
Sr. Highway Engineer

Encls.

Ltr

DA-RM 8

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

May 1, 1943

POST OFFICE BUILDING
PORTLAND, OREGON

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Final inspection of Oregon DA-RM 8, South Mountain Mine Access Road, was made by a representative of this office on April 22, 1943.

The agreement for this project is now being drafted. After its preparation and signature by the Commissioner, prompt submission of the final voucher will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By L. Caufield
L. J. Caufield
Sr. Highway Engineer

RECEIVED
MAY - 3 1943
STATE HIGHWAY COMMISSION

DEPARTMENT OF THE INTERIOR
JUN 14 1943
FILES

LP-WM 8

April 5, 1943

Mr. W. H. Lynch
District Engineer
Public Roads Administration
Post Office Box 3900
Portland, Oregon

Dear Sir:

We are enclosing herewith seven copies of estimate as basis for project agreement for the South Mountain Chrome Mine Access Road, Project No. DA-WM 8 (1).

Very truly yours,

E. H. BALDOCK
Chief Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/MS

Encl.

Oregon State Highway Department — Federal Access Road
Project No. [illegible] (1)

SOUTH MOUNTAIN CREEK KIRK ACCESS ROAD PROJECT

IN MALHEUR COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, March 22, 1943

Inside City of Jordan Valley (State Line-Jordan Valley Unit, Sta. [illegible] to [illegible]) (14' Roadway)

1,200	cu. yds.	Selected Roadbed Topping	$	.90	$ 1,080.00
1,400	yd. mi.	Hauling Roadbed Topping		.12	168.00
60	cu. yds.	Filler		.90	54.00
60	yd. mi.	Hauling Filler		.12	7.20
		Subtotal			$ 1,309.20
		10% Engr. & Cont.			130.92
		Total			$1,440.12

Length [illegible] mile
Cost per mile $2,198.65

Outside City (State Line-Jordan Valley Unit, Sta. 1074+88 to 1445+50) (Hooker Creek-State Line Unit, Sta. 2736+62 to 3005+00) (14' Roadway)

27,000	cu. yds.	Selected Roadbed Topping	$	.90	$25,020.00
57,600	yd. mi.	Hauling Roadbed Topping		.12	6,912.00
1,240	cu. yds.	Filler		.90	1,116.00
1,240	yd. mi.	Hauling Filler		.12	148.80
		Subtotal			$33,196.80
		10% Engr. & Cont.			3,319.68
					$36,516.48

Length of Roadway 14.944 miles
Length of 1 Bridge (Exception) .012 mile
Total Length 14.956 miles
Cost per mile, Roadway $2,443.55

Outside City (Hooker Creek-State Line Unit, Sta. 0+00 to 124+57) (20' Roadway)

3,800	cu. yds.	Selected Roadbed Topping	$	.90	$ 3,420.00

5,000	yds. mi.	Hauling Roadbed Topping	@	.12	$ 600.00
200	cu. yds.	Filler		.90	180.00
200	yd. mi.	Hauling Filler		.12	24.00
			Subtotal		$4,224.00
			10% Engr. & Cont.		422.40
			Total		$4,646.40

Length of Roadway	2.334 miles
Length of 1 Bridge (Exception)	.025 miles
Total Length	2.359 miles
Cost per mile, Roadway	$1,990.74

Federal Access Road Funds Requested:

Inside City of Jordan Valley (14' Roadway)	$ 1,440.12
Outside City (14' Roadway)	36,516.48
Outside City (20' Roadway)	4,646.40
	$42,603.00

Funds for Maintenance: Chapter 309, Laws 1939.

RECEIVED
WAR 1
PORTLAND

DA-WM 8

March 9th, 1943

Mr. H. E. Lynch
District Engineer
Public Roads Administration
P. O. Box 7900
Portland, Oregon

Dear Sir:

We have not received your concurrence on the following requests for extension of time:

Contract No. 2794: Rickle Summit-Junction, E. Unit
Fisher Brothers, contractors.
Sent to you November 12, 1942.

Contract No. 2817: Bums Springs-Hill Creek.
Hal J. Henry, contractor.
Sent to you November 24, 1942.

Contract No. 2977: South Fk. Cherry Blue Access Road.
O. A. Evans, contractor.
Sent to you December 26, 1942.

May we have appropriate action on these requests.

Very truly yours,

H. H. McARTHUR
State Highway

E

cc to: H. G. Smith

RECEIVED
DEC 30 1942
FOR FILING

DA-WM 8

December 29, 1942

U. S. Fidelity & Guaranty Company
Ethel Cline, Agent
Board of Trade Building
Portland, Oregon

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to O. C. Yocom, on contract No. 2597, covering 18 miles of roadbed topping on the South Mountain Chrome Mine Access Road on the I. O. M. Secondary Highway, in Malheur County. This payment, in the amount of $5,869.09, will be made on or after January 8, 1943. The retained percentage is $1,141.19.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

Kindly acknowledge receipt of this letter.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

RS

NOTED
A. L. MONSON

RECEIVED
DEC 30 1942
FOR FILING

DA-WM-8

December 28th, 1942

Mr. H. E. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland, Oregon

Dear Sir:

Will you kindly concur in an extension of time for C. C. Larson on his North Mountain Mine Access Road Contract No. [illegible], DA-WM-8, from November 30th, 1942 to December 16th, 1942. The contract was executed on August 11th, 1942, and the work was started on October 6th, 1942.

The work was slowed down considerably by the spotted nature of the gravel deposits, which required the contractor to open up, clean, strip and remove overburden from many locations at a given deposit, as they were found to be very shallow and intermingled with deposits of sand.

On Site No. 2 the gravel became cemented and required blasting in order to loosen it, which considerably delayed the progress of the work.

The contractor worked Sundays and holidays and, I believe, made as good progress as the conditions permitted, as labor was very scarce, and some delay was experienced in securing supplies and repairs.

Will you kindly concur in an extension of time without penalty.

Very truly yours,

H. H. MADDOX
[illegible]

By

cc to: H. E. Smith

DA-WM-8

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

December 28, 1942

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon.

Dear Sir:

Reference is made to Mr. Probert's letter of Dec. 21 advising that work on Oregon Project No. DA-WM-8, South Mountain Mine Access Road, was completed Dec. 16, 1942.

An inspection of this project was made on Dec. 15, at which time about six or seven miles immediately north of Hooker Creek was not in condition for acceptance. On this portion of the project it was necessary to place the gravel on a muddy subbase and due to the grading of the gravel the resulting surface rutted very badly, making it difficult for traffic to use this road.

In discussing this with the Resident Engineer, E. G. Bickmore, and later with Mr. Paul Van Scoy, Division Engineer, it was our understanding that the contractor would be required to continue the blading of this portion of the project in an effort to set up the gravel and keep the road passable.

If consistent, it is believed that the State maintenance crew could handle this situation with better results than the patrol grader used by the contractor.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
L. J. Caufield
Sr. Highway Engineer

No answer required.

RECEIVED
DEC 29 1942
OREGON
STATE HIGHWAY COMMISSION

Form E-1—SM—8-41

15.

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending December 12, 19..

Section South Mtn. Chrome Mine access Road

Kind of work Surfacing

Highway I. O. N.

Section prefix 143-1030

Contractor O. C. Yocom

Contract number 2597

Date of contract August 11, 194.., 19..

Date of completion November 30 194.., 19..

Date work started October 6 194.., 19..

Estimated date of completion December 17, 194.., 19..

Amount of contract $38,730.00

Per cent of time elapsed 108 %

Estimated cost of completed project, exclusive of engineering $38,730.00

Per cent of contract completed, based on total contract price . . . . . 97 %

Engineering cost to date, $1400.00, ... %

Date project was completed 12-16-42, 19..

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

More favorable weather conditions were experienced this week and the section to be surfaced has now been reduced to approximately 2 miles Stations 310+ to 420. It is anticipated that this work will be completed by Monday noon.

A material improvement is noted in the riding surface of the section surfaced during the warm weather, higher temperatures softened the surface sufficiently to permit effective blading, however, there is still some snow on the edges of the highway which renders it impossible to trim the shoulders at this time.

RECEIVED
DEC 15 1942
ENGINEER

Signed E. G. Dickerson

Address .....

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project		18			
Miles partially completed		18			
Miles completed		17.5			
Total estimated quantities		34,800			
Estimated quantities moved or placed to date		31,800			
Average daily quantities		458			
Average daily quantities necessary to complete project on time		Time limit up			
Number shifts per day		1			
Hours per shift		10			
Average force on project for week		14			

Percentages of men employed on contract to be secured from:

..... County, ...%; ..... County, ...%; ..... County, ...%; ..... County, ...%;

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels 1, Power graders 1, Rollers ....., Mixers ....., Crushing or screening plants .....

Compressors ....., Bulldozers ....., Sheet-foot rollers ....., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Snow		
Monday	Snow		
Tuesday	Rain		
Wednesday	Fair		
Thursday	"		
Friday	"		
Saturday	"		

STATE PRINTING DEPT.

RECEIVED
DEC 3 1942
FOR FILING

DA-WM 8

November 17, 1942

Mr. W. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland, Oregon

Dear Sir:

With regard to the complaint of W. G. Hall, President of the South Mountain Mining Company, addressed to Thomas H. MacDonald, Commissioner of Public Roads, regarding the character of the surfacing being placed on Oregon DA-WM-8, South Mountain Mine Access Road Project, advise that I have consulted with Mr. Paul Van Scoy, Division Engineer, Oregon State Highway Department, who made an inspection of this project last week with Mr. Yocom, the contractor.

Mr. Van Scoy reports that the road is setting up as fast as can be expected with the little moisture that they have had this fall. There are no sharp rocks in the road; it is all pit-run gravel of moderate size. Mr. Van Scoy is positive that the road will compact and make a reasonably satisfactory surface in a comparatively short time.

You, of course, realize that this section of highway is not on permanent alignment and consequently only sufficient gravel is being added to the road to make it stand up under hauling conditions during the winter and spring months. A new survey has been made for this road, but funds have never been available for the reconstruction project. It would appear obviously unwise to spend a large sum of money for temporary construction.

Paradoxically, the road from Jordan Valley to the mine has scarcely been improved at all and is now in an impassable condition. I cannot understand the complaints from Mr. Hall in the light of this circumstance.

While I have no direct knowledge, it is my opinion that the entire matter is being stirred up by some of the transportation companies using this road who, of course, desire to have a very high-type road which must be deferred for the duration. As near as I can determine, it is much ado about nothing. We will shortly have a fairly good road from this run-of-bank gravel. The work is being performed in an economical manner and

OREGON STATE HIGHWAY COMMISSION

Mr. W. H. Lynch - 2 November 17, 1942

there is nothing we can do under the circumstances to harden the job or make it any better.

Very truly yours,

R. H. Baldock
Chief Engineer

RHB:HI

FORM E-30 REVISED 20M 9-40

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 16th, 1942

Subject: South Mountain Mine
Access Road Project

To: Mr. R. H. Baldock
Chief Engineer
O f f i c e

Dear Sir:

In regard to the complaint of N. G. Hall, President of the South Mountain Mining Company, addressed to Mr. MacDonald, regarding the character of the surfacing being placed on Oregon DA-WM-8, South Mountain Mine Access Road Project.

I have consulted with Mr. VanScoy, Division Engineer, who made an inspection last week, and with Mr. Yocom, the contractor, who also made a recent inspection, and they both report that the road is setting up as fast as can be expected with the little moisture that they have had so far this fall. There are no sharp rocks in the road as it is all pit run gravel, and they are quite positive that the road will compact and work down as well as can be expected from a pit run surfacing.

As you know, this section of the highway is not on permanent alignment, and consequently only sufficient stabilization is being added to the road to make it safe for hauling during the winter and spring months. Funds have never been available to grade the new section which has been surveyed; and therefore, it is unwise to spend a large sum of money for temporary construction, since the road from Jordan Valley to the mine has scarcely been improved at all and now is in an impassable condition.

In my estimation, the entire matter is being stirred up by a transportation company, who, of course, desires to have a very high type road, but conditions at this time do not justify any greater expenditure than we are making.

Very truly yours,

H. G. Smith
Construction Engineer

HGS:AR

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

November 13, 1942

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon.

Dear Sir:

We are in receipt of an inter-office memorandum from the Commissioner enclosing a copy of a letter, dated Oct. 31, 1942, from Mr. N. G. Hall, President of the South Mountain Mining Company, regarding the character of the surfacing material being placed on Oregon DA-WM-8, Jordon Valley vicinity, I-O-N Highway. A copy of Mr. Hall's letter is enclosed.

The test reports received from you on this project do not show large boulders. Will you have the conditions mentioned investigated and, if any grounds for criticism exist, please have them eliminated.

A report of the result of your investigation will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

Encl,

REFERRED TO
J. G. Smith
By Chief Engineer

Please investigate and advise

RECEIVED
NOV 14 1942
OFFICE OF ENGINEER

SOUTH MOUNTAIN MINING COMPANY
H. O. Hall, President

Kearns Building
SALT LAKE CITY, UTAH

October 31, 1942

AIR MAIL

Mr. Thomas H. MacDonald, Commissioner,
Federal Works Agency
Public Roads Administration
Washington, D. C.

Re: Oregon Project D.A.W.M. 8

Dear Sir:

I have just returned from a trip to our mining property in Owyhee County, Idaho and traveled over the I-O-W Cut-off in Oregon. I observed that the gravel which is being put on this road was very coarse, in fact there were some very large boulders.

I quote from a letter just received from the Sun Transportation Company, Box 1157, Boise, Idaho:

"The information reaches us from our drivers, through our superintendent that there is now being placed on this highway large boulders some of which have been broken up leaving sharp rocks which are very damaging to our equipment and tires and slowing our operations. Our drivers report to us that the highway will be very dangerous to drive and more so after the weather breaks up.

Our Mechanic had occasion to make a return trip from McDermott and was also in our office yesterday and reported the same condition above enumerated, to us."

I am also in receipt of a copy of a letter to the Oregon State Highway Department dated October 28th, written by Maurice H. Greene, District Manager Region No. 8, Office of Defense Transportation. I quote from this letter:

COPY

RECEIVED NOV 12 1942 DISTRICT 1

"The truck operators state that large boulders with extremely sharp surfaces are being placed on the road with result that tires are being cut and in some cases casings ruined. They state that they do not feel it is necessary to place these large boulders on the road in order to make such repairs as are needed to keep the road in a useable condition."

The Wells Truckportation Company, common carriers who are transporting our ore from the mine to Marsing, Idaho, and who are compelled to use this stretch of Oregon road, complain bitterly about the material being placed on the road and state that it is very damaging to their tires.

I talked to an employee of the Oregon Highway Department who was checking the amount of material being put on the road and told him that while I knew nothing about the construction of a road, it appeared to me that the material being used was bad material, and he stated, "I quite agree with you".

The Boise-Winnemucca stage driver expresses the same opinion as quoted above.

I felt that you would be interested in getting this information so that correction, if necessary and advisable, can be made.

Very truly yours,

/s/ W. G. Hall

W. G. Hall
President

COPY

RECEIVED NOV 12 1942 DISTRICT 3

NOV 11 1942

RECEIVED
NOV 2 1942
FOR FILING

DA-NM 8

October 30, 1942

Mr. Maurice H. Greene
District Manager
Office of Defense Transportation
221 Idaho Building
Boise, Idaho

Dear Sir:

The work being performed on the I.O.M. cutoff near Jordan Valley is the resurfacing of the road to strengthen the subgrade so as to carry ore from a mine located south and east of Jordan Valley. The State Highway Department is acting in the capacity of an agency of the Federal government and has let a contract to perform this work with federal funds.

It is axiomatic that you cannot rebuild a road and have it in perfect condition while you are rebuilding it, but we will instruct the resident engineer to have the contractor make every effort to ameliorate these adverse conditions until such time as the fine crushed material can be spread over the surface of the road. When this is done the road will be in quite satisfactory condition and eliminate the mudholes which customarily occur in the winter and spring on this stretch of road.

Very truly yours,

R. H. Baldock
Chief Engineer

RHB:MI

Mr. E. G. Smith:

Please advise the resident engineer.

EXECUTIVE OFFICE OF THE PRESIDENT

OFFICE FOR EMERGENCY MANAGEMENT

OFFICE OF DEFENSE TRANSPORTATION
DIVISION OF MOTOR TRANSPORT
221 IDAHO BUILDING
BOISE, IDAHO

Region No. 8
October 28, 1942

The Oregon State Highway Department,
Capitol Building,
Salem, Oregon.

Gentlemen:

In the last few days this office has received a number of complaints in connection with some repair work being done on the I.O.N. cutoff in Oregon, near Jordan Valley.

The truck operators state that large boulders with extremely sharp surfaces are being placed on the road with result that tires are being cut and in some cases casings ruined. They state that they do not feel it is necessary to place these large boulders on the road in order to make such repairs as are needed to keep the road in a useable condition.

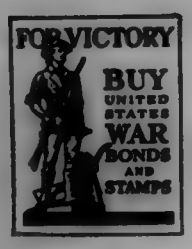
I have had no means of making a personal investigation and am therefore making the foregoing representations based on statements of the truck lines operated out of Boise into California points. However, I do know that these truck operators are trying in every way possible to preserve their tires as in some instances they have been informed replacement cannot be secured and I am sure they would not make these representations to me unless they felt they had justification in doing so.

If there is any action your department can take to eliminate the condition for the operators, which presently exists, any such action will be sincerely appreciated by this office and by the truck operators using the highway.

Sincerely yours,

OFFICE OF DEFENSE TRANSPORTATION

Maurice H. Greene,
District Manager.



RECEIVED
OCT 30 1942

RECEIVED
AUG 29 1942
FOR FILING

LB - WM 8

August 28, 1942

Mr. O. S. Yocom
902 East 11th Street
McMinnville, Oregon

Dear Sir:

By express we are forwarding to you a fully executed copy of contract No. 2597 awarded to you on August 11, 1942, for roadbed topping on the South Mountain Chromo Mine Access Road Project on the I.O.H. Secondary Highway, in Malheur County.

This copy is for your records and files.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

MM

RECEIVED
AUG 29 1942
FOR FILING

August 28, 1942

United States Fidelity & Guaranty Co.
Ethel A. Cline, Agent
Board of Trade Building
Portland, Oregon

Gentlemen:

We are sending to you today, by express, a fully executed copy of contract No. 2997 which was awarded to O. C. Yocum on August 11, 1942, for roadbed topping on the South Mountain Chrome Mine Access Road Project on the E.O.S. Secondary Highway, in Malheur County.

This copy is being sent to you since you appear as surety on the bond and is for your records and files.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

RECEIVED
AUG 25 1942
FOR FILING

File

DA-NM 8

SALEM
August 18, 1942

Agreement with City of
Jordan Valley

County Road

Mr. Oscar Cutler
Assistant Staff Officer

I am returning to you, herewith, four copies of the agreement between the State Highway Commission and the City of Jordan Valley, providing for the maintenance of a portion of the South Mountain Mine Access Road which lies within the Jordan Valley city limits. This was signed by the Highway Commission on August 14, 1942.

I have retained the original for the Commission's records and files, and have sent one copy to the Jordan Valley City Council.

HBG:MM

Secretary

August 18, 1942

Mr. Gabriel Klordi,
Mayor
Jordan Valley, Oregon

Dear Mayor Klordi:

I am enclosing, herewith, for the records and files of the City of Jordan Valley, a fully executed copy of the agreement between the City of Jordan Valley and the State Highway Commission, pertaining to the maintenance of a portion of the South Mountain Mine Access Road which lies within the Jordan Valley city limits.

Very truly yours,

Secretary

HBG:FM

RECEIVED
AUG 15 1942
FOR FILING

22-WM 8

SALEM
August 15, 1942

Maintenance of portion of South Mountain Mine Access Road

Mr. Oscar Cutler
Asst. Staff Engineer

I am handing you herewith, for further disposal, four fully executed copies of the agreement between Malheur County and the State Highway Commission covering maintenance of a portion of the South Mountain Mine Access Road.

I have retained the original of this agreement for the Commission's records and files and have forwarded one fully executed copy to the County Court of Malheur County.

AM

Secretary

August 15, 1942

County Court of Malheur County
Vale, Oregon

Gentlemen:

I am handing you herewith a fully executed copy of the agreement between Malheur County and the State Highway Commission covering maintenance of a portion of the South Mountain Mine Access Road, in Malheur County. This is for your records and files.

Very truly yours,

Secretary

MH

RECEIVED
AUG 13 1942
FOR FILING

DA-WM 8

August 12, 1942

Mr. O. C. Yocom
902 East 11th Street
McMinnville, Oregon

Dear Sir:

We are sending you today, by express, four copies of Contract No. 2597 which was awarded to you on August 11, 1942, by the State Highway Commission, covering 18 miles roadbed topping on the South Mountain Chrome Mine Access Road Project on the I.O.E. Secondary State Highway, in Malheur County.

Will you kindly execute all four copies of this contract as to agreement and bond and return them to this office for approval by the State Highway Commission. When this has been done a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the paragraph under Section 6, page 15, of the printed General Provisions, relating to the Workmen's Compensation Act. You are expected to accept the terms of this Act and to carry on your work under this contract in strict conformance thereto.

Your attention is also called to the paragraph on the same page relating to the payment by the contractor of the amounts due hospital associations, et cetera.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

AM

NOTED
D G. DeSart

RECEIVED
OCT 9 1942
FOR FILING

LA-14M-8

August 11, 1942

Mr. C. C. Yocum
902 E. 11th Street
McMinnville, Oregon

Dear Sirs

Confirming my telegram to you of this date, the State Highway Commission has today awarded to you the contract for surfacing the South Mountain Mine Access Road Project on the I.O.S. Secondary State Highway, in Malheur County. This award was based on your low bid of $38,730.00, submitted on July 23, 1942.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

MM

cc - Mr. Prebert

Mr. Parson

...ERAL WORKS AGENCY

...harge to the account of _____ $ _____

CLASS OF SERVICE DESIRED

DOMESTIC		CABLE	
TELEGRAM		ORDINARY	
DAY LETTER		URGENT RATE	
SERIAL		DEFERRED	
OVERNIGHT TELEGRAM		NIGHT LETTER	
SPECIAL SERVICE		SHIP RADIOGRAM	

Patrons should check class of service desired; otherwise the message will be transmitted as a telegram or ordinary cablegram.

WESTERN UNION

1217-B

CHECK

ACCOUNTING INFORMATION

TIME FILED

R. B. WHITE
PRESIDENT

NEWCOMB CARLTON
CHAIRMAN OF THE BOARD

J. C. WILLEVER
FIRST VICE-PRESIDENT

Send the following telegram, subject to the terms on back hereof, which are hereby agreed to

Salem, Oregon
August 11, 1942

Mr. O. C. Yocom
McMinnville, Oregon
902 E. 11th Street

State Highway Commission awarded you today contract for surfacing the South Mountain Mine Access Road Project on I.O.M. Secondary State Highway, Malheur County, based on your low bid submitted on July 23, 1942. Contract forms will follow shortly.

H. B. GLAISYER, SECRETARY
STATE HIGHWAY COMMISSION

Fole

Six copies mailed

Sup

THE COMPANY WILL APPRECIATE SUGGESTIONS FROM ITS PATRONS CONCERNING ITS SERVICE

DA-WM-F

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

August 11, 1942

POST OFFICE BUILDING
PORTLAND, OREGON

RECEIVED
AUG 13 1942
STATE HIGHWAY COMMISSION

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to your telegram of today advising all rights of way are acquired and requesting concurrence in award of contract to O. C. Yocom who submitted the low bid on July 23 for construction of Oregon DA-WM-8 (1), the South Mountain Access Road.

We hereby concur in the award of contract to O. C. Yocom as requested.

Very truly yours,

W. H. LYNCH
District Engineer

THE COMPANY WILL APPRECIATE SUGGESTIONS FROM ITS PATRONS CONCERNING ITS SERVICE

Charge to the account of _____ $ _____

CLASS OF SERVICE DESIRED			
DOMESTIC		CABLE	
TELEGRAM	X	ORDINARY	
DAY LETTER		URGENT RATE	
SERIAL		DEFERRED	
OVERNIGHT TELEGRAM		NIGHT LETTER	
SPECIAL SERVICE		SHIP RADIOGRAM	

Patrons should check class of service desired; otherwise the message will be transmitted as a telegram or ordinary cablegram.

WESTERN UNION

1217-B

R. B. WHITE, PRESIDENT
NEWCOMB CARLTON, CHAIRMAN OF THE BOARD
J. C. WILLEVER, FIRST VICE-PRESIDENT

CHECK
ACCOUNTING INFORMATION
TIME FILED

Send the following telegram, subject to the terms on back hereof, which are hereby agreed to

SALEM, OREGON
AUGUST 11, 1942

RECEIVED
AUG 13 194
FOR FILING

W. H. LYNCH
DISTRICT ENGINEER
PUBLIC ROADS ADMINISTRATION
POST OFFICE BUILDING
PORTLAND, OREGON

REQUEST YOUR CONCURRENCE IN AWARD TODAY CONTRACT FOR SOUTH MOUNTAIN CHROME MINE ACCESS ROAD TO O. C. YOCUM ALL RIGHTS OF WAY ARE ACQUIRED

R. H. BALDOCK

1.16

STATE HIGHWAY COMMISSION

LEASE ON SOUTH MOUNTAIN GRAVEL PIT HAS BEEN SIGNED=
CANNON.

RECEIVED
AUG 1 9 19
FOR FILING

THE COMPANY WILL APPRECIATE SUGGESTIONS FROM ITS PATRONS CONCERNING ITS SERVICE

CLASS OF SERVICE

This is a full-rate Telegram or Cablegram unless its deferred character is indicated by a suitable symbol above or preceding the address.

WESTERN UNION

1201

R. B. WHITE, PRESIDENT

NEWCOMB CARLTON, CHAIRMAN OF THE BOARD

J. C. WILLEVER, FIRST VICE-PRESIDENT

SYMBOLS

DL = Day Letter

NT = Overnight Telegram

LC = Deferred Cable

NLT = Cable Night Letter

Ship Radiogram

The filing time shown in the date line on telegrams and day letters is STANDARD TIME at point of origin. Time of receipt is STANDARD TIME at point of destination

PRH149 10 CQLLECT 60 & 45=JORDANVALLEY ORG 10 341P

H G SMITH, CONSTRUCTION ENGINEER=

STATE HIGHWAY COMMISSION

LEASE ON SOUTH MOUNTAIN GRAVEL PIT HAS BEEN SIGNED=

CANNON=

RECEIVED
AUG 13 1942
FOR FILING

THE COMPANY WILL APPRECIATE SUGGESTIONS FROM ITS PATRONS CONCERNING ITS SERVICE

CLASSES OF SERVICE

DOMESTIC SERVICES

TELEGRAMS
A full-rate expedited service.
DAY LETTERS

ORDINARIES
Standard service, at full rates. Cable messages, consisting of 5-letter groups only, at a lower rate.

CABLE SERVICES

THE WESTERN UNION TELEGRAPH COMPANY
R. B. WHITE, President

3-60

RECEIVED
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FIRMATION

XX GENERAL WORKS AGENCY
XXXXXXXXXXXXXXXXXXXXXXXX

Public Roads Administration

XXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXX

8010-30 Oregon

COPY

DAY LETTER

POSTAL TELEGRAPH-CABLE CO

TELEGRAM

Portland, Oregon
July 25, 1942

R. H. Baldock
State Highway Engineer
Salem, Oregon

ADDITIONAL FUNDS FOR OREGON DA-WPA-8 WILL BE PROVIDED. AM READY TO CONCUR IN AWARD TO LOW BIDDER WHEN ADVISED GRAVEL PITS OBTAINED

Lynch

Paid Gov't Rate

NOTED

14-1711 8

CHECK SERVICE DESIRED OTHERWISE MESSAGE WILL BE SENT AT FULL RATE			
DOMESTIC		FOREIGN	
FULL RATE		FULL RATE	
DAY LETTER		CDE RATE	
NIGHT LETTER		URGENT	
SERIAL		DEFERRED	
RESERVATION		NIGHT LETTER	
TOUR-RATE		SHIP RADIO	

COPY

POSTAL TELEGRAPH—CABLE CO.

TELEGRAM

SALEM ORE JUL 22 1942

File

SOUTH MOUNTAIN MINING CO.

SALT LAKE CITY UTAH

METAL BIDS WILL BE RECEIVED IN PORTLAND TOMORROW GRAVELING PROJECT

R H BALDOCK

(COLLECT)

JUL 22 PM 3 23

:OREGON STATE HIGHWAY COMMISSION (SALEM ORE)=

WE ARE INFORMED WAR DEPARTMENT CERTIFIED AS ESSENTIAL PROJECT UNIMPROVED SECTION NORTH OF JORDAN VALLEY AND THAT IT IS PROPOSED TO GRAVEL IT. PLEASE WIRE COLLECT PRESENT STATUS=

:SOUTH MOUNTAIN MINING CO.

STANDARD TIME INDICATED

RECEIVED AT

TELEPHONE YOUR TELEGRAMS TO POSTAL TELEGRAPH

Postal Telegraph

(16)

THIS IS A FULL RATE TELEGRAM, CABLEGRAM OR RADIOGRAM UNLESS OTHERWISE INDICATED BY SYMBOL IN THE PREAMBLE OR IN THE ADDRESS OF THE MESSAGE. SYMBOLS DESIGNATING SERVICE SELECTED ARE OUTLINED IN THE COMPANY'S TARIFFS ON HAND AT EACH OFFICE AND ON FILE WITH REGULATORY AUTHORITIES.

R2928 DL=MX SALTLAKECITY UTAH 22 316P

R H BALDOCK CHIEF ENGR=

1942 JUL 22 PM 3 23

:OREGON STATE HIGHWAY COMMISSION (SALEM ORE)=

WE ARE INFORMED WAR DEPARTMENT CERTIFIED AS ESSENTIAL PROJECT UNIMPROVED SECTION NORTH OF JORDAN VALLEY AND THAT IT IS PROPOSED TO GRAVEL IT. PLEASE WIRE COLLECT PRESENT STATUS=

:SOUTH MOUNTAIN MINING CO.

DA-WM 8

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

July 16, 1942

POST OFFICE BUILDING
PORTLAND, OREGON

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

P.S.& E. submitted for Oregon Access Road Project DA-WM 8 to the South Mountain Chrome Mine in Idaho are generally satisfactory and are being recommended for approval, subject to final review and approval by the Commissioner of Public Roads. This is your authority to advertise for bids.

The estimate requests $40,496.50 Federal Access Road funds. The allotment is only $40,000.00, to which amount we must limit our recommendation. If additional Federal funds are actually necessary, they must be secured before our concurrence in award. The actual amount can be determined at the bid opening.

Customary encroachment resolution should be secured from the Town Council of Jordan Valley.

Very truly yours,

W. H. LYNCH
District Engineer

By L. Caufield
L. J. Caufield
Sr. Highway Engineer

Oregon State Highway Department

Federal Access Road
Project No. DA-[illegible]

SOUTH MOUNTAIN CHROME MINE ACCESS ROAD PROJECT

IN MALHEUR COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, July 15, 1942

Inside City of Jordan Valley (State Line-Jordan Valley Unit, Sta. 44+60 to 10+00) (14' Roadway)

1,200	cu. yds.	Selected Roadbed Topping	$ .80	$ 960.00
1,400	yd. mi.	Hauling Roadbed Topping	.15	210.00
60	cu. yds.	Filler	.50	30.00
60	yd. mi.	Hauling Filler	.15	9.00
			Subtotal	$ 1,209.00
			10% Engr. & Cont.	120.90
			Total	$ 1,329.90
		Length	0.699 mile	
		Cost per mile	$ 2,030.38	

Outside City (State Line-Jordan Valley Unit, Sta. 107+88 to 44+60 (Hooker Creek-State Line Unit, Sta. 278+63 to 1005+00) (14' Roadway)

27,800	cu. yds.	Selected Roadbed Topping	$ .80	$ 22,240.00
57,600	yd. mi.	Hauling Roadbed Topping	.15	8,640.00
1,240	cu. yds.	Filler	.50	620.00
1,240	yd. mi.	Hauling Filler	.15	186.00
			Subtotal	$ 31,686.00
			10% Engr. & Cont.	3,168.60
			Total	$ 34,854.60
		Length of Roadway	14.944 miles	
		Length of 1 Bridge (Exception)	.012 mile	
		Total Length	14.956 miles	
		Cost per mile, Roadway	$ 2,332.34	

Outside City (Hooker Creek-State Line Unit, Sta. 0+00 to 134+57) (20' Roadway)

3,800	cu. yds.	Selected Roadbed Topping	$ .80	$ 3,040.00

5,000	yd. mi.	Hauling Roadbed Topping	$ .15	$	750.00
200	cu. yds.	Filler	.50		100.00
200	yd. mi.	Hauling Filler	.15		30.00
			Subtotal	$	3,920.00
			10% Engr. & Cont.		392.00
			Total	$	4,312.00

Length of Roadway 2.334 miles
Length of 1 Bridge (Exception) .025 mile
Total Length 2.359 miles
Cost per mile, Roadway $ 1,847.47

PROJECT NO. DA-WY 8

Federal Access Road Funds Requested:

Inside City of Jordan Valley (14' Roadway)	$ 1,329.30
Outside City (14' Roadway)	34,834.60
Outside City (20' Roadway)	4,312.00
	$ 40,496.90

N. B. BILLOCK
Chief Engineer

By

E. H. Probert
Office Engineer

July 13, 1948

SOUTH MOUNTAIN CHROME MINE ACCESS ROAD

PROJECT NO. DA-NM 8

All necessary right of way has been acquired for this project.

R. H. BALDOCK
Chief Engineer

By

S. H. Probert
Office Engineer

July 15, 1942

PR 46

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

Sheet 1 of 1 Sheets

Estimate of Materials Required for Roadway
(To Accompany P.S. & E.)

Starting Date (Est.) August 31, 1942 State Oregon

Completion Date (Est.) November 30, 1942 Project No. DA-[redacted] 8

Estimated Total Cost Roadway $ 40,496.50 Length: Miles 17.933

Code	Material Item	Unit	Quantity	Code	Material Item	Unit	Quantity
1	Cement	Bbl.		6	Metal culvert pipe	Lb.	
2	Aggregates	Cy.		7	Reinforcing steel	Lb.	
3	Bituminous mat.	Gal.		8	Structural steel	Lb.	
4	Lumber	M.		10	Explosives	Lb.	
5	Timber piling	Lft.					

DA-WM 7 Seven Devils Chrome Mine 1942
Access Road, West of Coquille
#2598

RECEIVED
APR 14 1948
FOR FILING

DA-RM 7(1)

April 14, 1948

Mr. T. H. Davis
District Engineer
Public Roads Administration
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

We are enclosing four copies of final voucher for the Agness-Illahe (Curry-Josephine Line Access Road Project in Curry County, DA-RM 7 (1), for the amount of $34,177.69. DA-W 77

The four copies of maps required for the right-of-way involved in the final voucher, are being mailed under separate cover.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

E. C. Williams
Assistant State Highway Engineer

Enc.
ECW:mf

RECEIVED
JUN 2 1949
FOR FILING

FORM E-90 REV. 10-48 50067

DAWM-7

2598

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 7, 1949

SUBJECT: Seven Devils Chrome Mine
Hauling Road, Coos County
L 1331, L 1332

To: Mr. W. C. Williams
Assistant Highway Engineer
O f f i c e

REFERRED TO
Hubert
Hy Asst. Chief Engineer

I concur - lets close this out
W.C.W.

Dear Mr. Williams:

This section of highway, you will recall, was a government access road. There is being held up the Commission's reimbursement from the Federal Government on account of the two right of way acquisitions covered by our above legal file numbers.

Unfortunately these two cases were dismissed on February 15, 1946, because of failure to prosecute. In each file we have heretofore secured deeds from the record owners of the real property involved. These deeds have been placed of record. No one has questioned the State's title, but in fact there are a number of leases for mining purposes which technically cloud the State's title. As a practical matter, it is my understanding that these leases could not be enjoyed without the benefit of the road which has been constructed on the right of way secured by the State. Therefore, the holders of these lease interests, if, in fact, they have a claim, will not as a practical matter assert it.

The one case involves a disbursement of $15.00; the other a disbursement of $90.00. We have vouchers from the record owners for these sums, but have withheld disbursement because of these technical flaws in the title. In order to clearly establish the title of record at this time, it would involve an expenditure of at least $300.00, and probably $500.00, due to the fact that most of the parties in interest are out-of-state residents.

It is my recommendation that we forego reimbursement under these two right of way acquisitions from the United States, and seek reimbursement on the remainder of the project. It occurs to me that it would not be good business to put either the State or the United States to an expenditure of from $300.00 to $500.00 for the acquisition of a perfect title, when as a practical matter we have a title which will suffice for all purposes. It may be that we will not be called upon to disburse even the $105.00 involved in these cases, but in any event, it would be better, in my opinion, to put the State to the expense of $105.00 at some future date, rather than to incur an expenditure of $500.00 in order to secure the Government's reimbursement.

It is suggested, therefore, that the reimbursement on this entire project be sought from the United States without regard to these two cases.

Yours very truly,

J. M. DEVERS

By

G. W. NEUNER
Assistant Counsel

GWN:avh
cc - J. W. Nash

RECEIVED
JAN 10 1949
FOR FILING
DA-RM-7

January 6, 1949

Mr. T. K. Davis
District Engineer
Public Roads Administration
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

With regard to the matter of the final voucher for Oregon Project DA-RM-7, the Seven Devils Chrome Mine Access Road, you are advised that the reason we have not submitted the final voucher is that there was a right of way matter not fully consummated. This is a very minor factor, however, as it involves only some $90.00, and Mr. Devers is taking steps to clear the matter speedily. We hope to be able to submit the final voucher to you very shortly.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

WCW:mm

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY
DIVISION EIGHT

OREGON DISTRICT

P. O. BOX 3900
PORTLAND 8, OREGON

December 27, 1948

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to our letter of June 23, 1945 and your reply of July 3, 1945 relative to the submission of a final voucher for Oregon Project DA-RM-7, the Seven Devils Chrome Mine Access Road.

Recently our Washington Office has been pressing for the submission of the final voucher on this project and this was discussed with Mr. Devers and Mr. Williams at the Commission meeting November 4, 1948.

Will you please make a special effort to submit this final voucher to clear our records as it has now been more than five years since the completion and acceptance of this project.

Very truly yours,

NOTED
W. C. WILLIAMS

T. M. DAVIS
District Engineer.

RECEIVED
DEC 28 1948
OREGON
STATE HIGHWAY COMMISSION

December 27, 1948

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to our letter of June 23, 1945 and your reply of July 3, 1945 relative to the submission of a final voucher for Oregon Project DA-ZR-7, the Seven Devils Chrome Mine Access Road.

Recently our Washington Office has been pressing for the submission of the final voucher on this project and this was discussed with Mr. Devers and Mr. Williams at the Commission meeting November 4, 1948.

Will you please make a special effort to submit this final voucher to clear our records as it has now been more than five years since the completion and acceptance of this project.

Very truly yours,

T. M. DAVIS
District Engineer.

RECEIVED
JUL 7 - 1945
FOR FILING

DA-WM 7

July 3, 1945

Mr. W. E. Lynch
Division Engineer
Public Roads Administration
P. O. Box 3900
Portland 8, Oregon

Dear Sir:

We refer to your letter of June 23, suggesting that final voucher be submitted for the Seven Devils Chrome Mine Access Road Project, Oregon DA-WM 7.

Two pieces of right of way remain to be settled for and, until these two transactions are completed, we cannot, without loss to the State, submit the final voucher. The delay in these right of way settlements is due to the fact that the properties involved are not owned locally and difficulty is being experienced in getting action. It is hoped that the matters may be closed within three or four months.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc to J. H. Devers

SEP:ER

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND 8, OREG.

June 23, 1945

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to Oregon DA-[redacted] 7, the Seven Devils Chrome Mine Access Road.

The construction of this project was completed on April 13, 1943, and acceptance noted in our letter to you as of June 3rd. The project agreement provides for maintenance for one year, following the acceptance of completed construction, which for this project extends to April 13, 1944.

Our letter of December 9, 1943, requested deferment of any further maintenance work, due to the fact that this chrome plant had ceased operations. Since the time specified in the project agreement has long since lapsed, we suggest that a final voucher, including such maintenance as was done, be submitted at your early convenience as we are very anxious to clean up these old projects.

Very truly yours,

W. H. LYNCH
Division Engineer

By T. M. Davis
T. M. Davis
Senior Highway Engineer

RECEIVED
JUN 25 1945
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JUL 5 1945
FOREST SERVICE

DA-WM 7

July 3, 1945

Mr. W. H. Lynch
Division Engineer
Public Roads Administration
P. O. Box 3900
Portland 8, Oregon

Dear Sir:

We refer to your letter of June 23, suggesting that final voucher be submitted for the Seven Devils Chrome Mine Access Road Project, Oregon DA-WM 7.

Two pieces of right of way remain to be settled for and, until these two transactions are completed, we cannot, without loss to the State, submit the final voucher. The delay in these right of way settlements is due to the fact that the properties involved are not owned locally and difficulty is being experienced in getting action. It is hoped that the matters may be closed within three or four months.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc to J. H. Bowers

RHB:ER

RECEIVED
DEC 15 19
FOR FILING

FORM E-1255K 1500 6-41

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN
PORTLAND
HURON W. CLOUGH, MEMBER
CANYONVILLE
HERMAN OLIVER, MEMBER
JOHN DAY

24-MM-7

OREGON
STATE HIGHWAY COMMISSION

R. H. BALDOCK, CHIEF ENGINEER
C. S. McCULLOUGH, ASS'T CHIEF ENGINEER
J. M. DEVERS, CHIEF COUNSEL
H. S. GLAISYER, SECRETARY

SALEM

December 11, 1943

IN REPLY PLEASE
REFER TO FILE NO.

Maintenance of Access Roads

Mr. K. D. Lytle
Division Engineer
Roseburg, Oregon

Dear Sir:

Confirming phone call to you yesterday, we have been instructed by the Public Roads Authority to discontinue maintenance on Seven Devils and Humphrey Chrome Access Roads at once as contracts for chrome have been cancelled by the Government.

Very truly yours,

E. A. Collier
Maintenance Engineer

EAC/EL

cc Mr. R. H. Baldock

Mr. W. H. Lynch
District Engineer
Public Roads Administration
P.O. Box 3900
Portland 8, Oregon

NOTED

DA-RM 7

RECEIVED
DEC 14 1943
FOR FILING

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

December 9, 1943

FILE
State Highway Engineer

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

You have been maintaining the access road serving the Krome Corporation Plant known as the Seven Devils Mine Access Road, Oregon DA-RM 7. We have been unofficially advised that this plant has ceased operations.

On this basis, you are requested to defer any further maintenance work using access funds.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
L. J. Caufield
Senior Highway Engineer

RECEIVED
DEC 10 1943
OREGON
STATE HIGHWAY COMMISSION

Copies sent to Dallas

Stencil No. 124

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

RECEIVED
OCT 1 1943
FOR FILING

L.4-WM 7-1

September 30, 1943

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Oregon DA-WM 7(1)
Seven Devils Chrome Mine Access Road

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the _____ project agreement and certificate for the above-numbered project.

Very truly yours,

W. H. LYNCH
District Engineer

By L. Caufield

L. J. Caufield
Sr. Highway Engineer

Encl.

For

RECEIVED
OCT - 1 1943
OREGON
STATE HIGHWAY COMMISSION

Wayne 17363

Form P. R. 2

State Oregon

Project No. DA-[illegible] 7(1)

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 16th day of August, 1943

by and between The Oregon State Highway Commission

, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Federal Works Administrator, hereinafter called the Administrator, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto and the Defense Highway Act of 1941.

Whereas the Highway Department of said State submitted on the _____ day of _____, 19____, a project statement, which was approved on the _____ day of _____, 19____, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated for the administration of the Federal Highway Act, has furnished surveys, plans, specifications, and estimates for section _____ of said project which were recommended for approval by the District Engineer of the Public Roads Administration on the 10th day of July 19[illegible]; and

Whereas the Administrator has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of one hundred fifty-two thousand and 00/100

dollars ($152,000.00) as the share of the United States payable under said act on account of section _____ of said project, which does not exceed the authorized Federal pro rata share of [illegible] the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Administrator do hereby mutually agree as follows:

16—11379

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(*a*) By the State from funds made available for construction of access roads (include date and citation of act of legislature by which authorized) under the provisions of the Defense Highway Act of 1941 approved November 19, 1941 (Public Law 295 - 77th Congress).

(*b*) From other sources

(State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between survey station 0+00 in Sec. 10, T. 27 S., R. 14 W., W. M., and the junction of the "North Bank County Road" with the Oregon Coast Highway, in Sec. 21, T. 27 S., R. 13 W., W. M., length 0.187 miles, in Coos County, being [illegible] on Oregon Defense Access project No. DA-[illegible] 7(1), consisting of 0.276 miles of roadway and 3 bridges, each of more than 20 feet clear span, 0.211 of a mile in length.

16—11379 GPO

SEP 24 1942

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Administrator or his agents, and in accordance with the laws of said State, the rules and regulations of the Administrator, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Administrator or his authorized representatives. [redacted]

16—11379

The project covered by this agreement provides for an access road certified as important to the national defense as required by the provisions of Section 6 of the Defense Highway Act of 1941 (Public Law 295 - 77th Congress).

(b) It is hereby mutually agreed that construction and maintenance shall be considered as separate units of the project and that each unit may proceed to final completion, inspection and acceptance independently of the other unit, and final payment of Federal funds may be made on each unit after such final completion, inspection and acceptance.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of ~~Section~~ ~~of~~ said project shall not in any event exceed the sum of ~~one hundred fifty-two thousand, and 00/100~~ dollars (~~$ 152,000.00~~), certified to the Secretary of the Treasury as above mentioned, which ~~does not exceed the authorized Federal pro rata share of~~ ~~is~~ ~~dollars ($) the approved total estimated cost of Section~~ ~~of~~ said project.

PAYMENTS

ARTICLE V. As the construction of said project progresses, the Administrator shall from time to time draw warrants on the Secretary of the Treasury for the payment to

~~The State Treasurer~~
(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of ~~Oregon~~
(Name)

of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Administrator after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

The Administrator reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project ~~in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit:~~ ~~for one year following the~~
(Include reference to statute authorizing funds and probable amount annually available)

~~date of acceptance of the completed construction from funds made available as set forth in Article I hereof, provided that Federal funds for maintenance shall in no event exceed the sum of five thousand, nine hundred and 00/100 dollars ($5,900.00), and payments shall not be made for maintenance performed beyond the duration of the emergency declared by the President on May 27, 1941.~~

The Highway Department will use every means within its power to insure proper ~~and permanent~~ maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

GPO 16—11379

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Administrator on the 16th day of August, 1943

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By T. H. Banfield
Chairman, State Highway Commission
(Title of officer)

By A. W. Schaupp
Member, State Highway Commission
(Title of officer)

By _____
Member, State Highway Commission
(Title of officer)

By _____
(Title of officer)

By _____
(Title of officer)

RECOMMENDED FOR APPROVAL:

_____
STATE HIGHWAY ENGINEER

Attest
_____
SECRETARY

FEDERAL WORKS ADMINISTRATOR,

By T. H. MacDonald
Acting Commissioner of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE 16—11379

Form PR. 3—Revised

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

THE SECRETARY OF THE TREASURY, AND

THE STATE HIGHWAY DEPARTMENT OF THE STATE OF Oregon

Pursuant to the acts above cited, I hereby certify—

FIRST. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Defense Access Agency as Project No. ~~DA-OR-7(1)~~, State of Oregon.

SECOND. That in accordance with said provisions I have approved the sum of $~~152,000.00~~ as the total estimated cost of said project, and the sum of $~~152,000.00~~ as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal ~~pro rata share of~~ said total estimated cost.

Done at the city of Washington, this ..... day of .....

one thousand nine hundred and AUG 16 1943

FEDERAL WORKS ADMINISTRATOR,

By W. C. Fearon
Acting Commissioner of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE 16—10139

RECEIVED
AUG 30 1943
FOR FILING

LA-1.M 7

August 26, 1943

Maintenance Coos
County Chrome Mine Road

Mr. W. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland, Oregon

Dear Sir:

Received your letter of August 14th about conditions on the Chrome Corporation Mine Access Road in Coos County.

Our forces started last week to improve the drainage as you suggested, and plan to place additional surfacing in September.

Very truly yours,

R. H. Baldock
State Highway Engineer

WHB
EAC/lm

cc E. A. Collier
K. D. Lytle
D. J. Sage

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

Ore. RM 7

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

August 14, 1943

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We have received information through the War Production Board that Oregon DA-RM 7, the Chrome Corporation Mine Access Road in Coos County is becoming rough and is in need of maintenance. As you know, $5,900 of Federal funds are set up to cover a year's maintenance of this project and would suggest that additional fine rock be added to the surfacing wherever needed and that ditches be opened up while weather permits.

Very truly yours,

W. H. LYNCH
District Engineer

NOTED
State Highway Engineer

RECEIVED
AUG 16 1943
FOREST FIELD

DA-WM 7

August 13, 1943

County Court of Coos County
Coquille
Oregon

Gentlemen:

I am sending to you, herewith, five copies of agreement between your Honorable Body and the State Highway Commission relative to the maintenance of the North Bank County Road between its junction with the Oregon Coast Highway and its junction with the Chrome Mine Access Road.

If you approve the agreements as written, kindly execute all copies and return to me for further handling. Would appreciate your expediting the matter as much as possible.

Thanking you, I remain

Very truly yours,
OREGON STATE HIGHWAY COMMISSION

Secretary

HMGore
Enc. 5

DA-WM 7

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

August 2, 1943

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith two copies of proposed project agreement for signature and return to this office for Oregon DA-WM 7(1), Access Road to Seven Devils Chrome Mine.

Enclosed also is an approved copy of the detail estimate upon which the agreement was based, together with approved copy of specifications.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield

L. J. Caufield
Sr. Highway Engineer

Encls.

RECEIVED
AUG 3 - 1943
OREGON
STATE HIGHWAY COMMISSION

RECEIVED

DA-NM 7

July 30, 1943

County Court of Coos County
Marshfield
Oregon

Gentlemen:

You are hereby notified that state highway contract No. 2598 for work on the Seven Devils Chrome Mine Access Road Section, in Coos County, has been completed by the contractor, Tru-Mix Concrete Company, and that final payment in the amount of $3,533.85 will be made on or after August 9, 1943.

Very truly yours,
OREGON STATE HIGHWAY COMMISSION

By
Secretary

ABC:grw

NOTED
RUTH SMITH

July 30, 1945

DA-WM 7

Associated Indemnity Corporation
Philip S. Carroll,
Wilcox Building
Portland, Oregon

Gentlemen:

You are hereby notified that state highway contract No. 2368 for work on the Seven Devils Chrome Mine Access Road Section, in Coos County, has been completed by the contractor, Tru-Mix Concrete Company, and that final payment in the amount of $8,533.85 will be made on or after August 9, 1945.

The state is not advised of any unpaid claims, debts, dues, or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

For your information, we wish to advise that the total contract amount is $117,791.65 of which amount $929.16 represents the amount of force account items. This contract was completed on April 13, 1945 and accepted by the Commission on May 11, 1945.

This notice is served upon you since you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

HBG:eb Secretary

VOTED
RUTH SMITH

RECEIVED
FOR FILING
DP-WM 7

June 23, 1943

Mr. W. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland 8, Oregon

Dear Sir:

In accord with the request contained in your letter of June 4, 1943, we are sending, under separate cover, five blue-print copies each of the title sheet and typical cross-section sheet for the Seven Devils Chrome Mine Project No. DA-WM 7 (1), which sheets have been revised to show the location of the bridges on the North Bank Road, and to show the typical cross-section of the road as constructed.

Seven copies of estimate as basis for project agreement are enclosed herewith.

Very truly yours,

S. E. BALDOCK
State Highway Engineer

By

S. E. Probert
Office Engineer

Dictated by J. W. Nash/EE

Encl.

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

June 4, 1943

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to Mr. Probert's letter of May 27, 1943, enclosing seven copies of estimate as a basis for the preparation of project agreement for Oregon DA-WM-7(1), the Seven Devils Chrome Mine Access Road.

The estimate under construction (Contract No. 2598) has been totaled correctly but the addition of the subtotal and the Engineering and contingencies is shown as $132,605.00 instead of $132,705.00. Therefore, the total amount shown by the estimate is $100.00 more than the funds provided for this project.

It is also noted that P.A. No. 1, Ex. W.O. #1, and Ex. W.O. #2, S.F.O. for moving telephone poles, and Royalty in gravel pit, are not shown in the estimate as separate items. We presume you expect to pay for these items under the Contingency Item.

Will you please send us five prints of the title sheet showing the location of the bridges repaired? The location by mile post number will be satisfactory. Also five prints of a typical section sheet showing the section as constructed is needed.

The seven copies of the estimate are herewith returned for correction.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
L. J. Caufield
Senior Highway Engineer

Encl.

RECEIVED
JUN 5 - 1943
OREGON
STATE HIGHWAY COMMISSION

May 27, 1943

Mr. W. H. Lynch
District Engineer
Public Roads Administration
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

We are enclosing herewith seven copies of estimate as basis for project agreement for the Seven Devils Chrome Mine Access Road, Project No. DA-RM 7 (1).

The estimate has been prepared using the approximate final quantities for the work performed under contract No. 2598. The amounts set-up for the construction of bridges and for engineering and contingencies, however, are based on estimated costs for the reason that our records for these items are not complete.

It is believed the amounts that are shown are reasonably accurate and the actual construction cost for the project will be fairly close to the amount set-up.

Due to the conditions under which the project was constructed and the heavy traffic it will carry, however, it is very difficult to estimate the cost of maintenance for the one year period included in the estimate. For this reason it is our request that in case the present set-up of $5,900.00 for this item proves insufficient any savings in the construction cost be available for reimbursement of the additional cost of maintenance.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

Encl.

1-19' Span

481 - 1-17' "

11482 - 1-13', 1-14', 11-15'

(2-19')

11483 - 1-12, 1-13
1-15, 2-17,
1-18'

11484
3-13', 46-15'
1-16', 45' pony Truss

...rtment

Federal Access Road
Project No. DA-SM 7 (1)

SEVEN DEVILS CHROME MINE

...CESS ROAD PROJECT IN COOS COUNTY

...roject agreement.)

Salem, Oregon, May 27, 1943

...iminary Engineering $ 1,...

..., Rights of Way, Easements, Etc. 1,000.00

CONSTRUCTION

...ct No. 2596)

		...ring and Grubbing		$ 3,000.00
		...tural Excavation, Unclas-sified	$ 2.00	...00.00
22,500	cu. yds.	General Excavation, Unclassified	.40	...00.00
110	sta.	Grader Work	15.00	1,650.00
3.93	miles	Finishing Roadbed and Slopes	50.00	197.50
980	lin. ft.	12" Concrete Pipe	1.50	1,470.00
70	lin. ft.	18" Concrete Pipe	2.60	182.00
24	lin. ft.	24" Concrete Pipe	3.40	81.60
1.5	M-FBM	Wood Box Culverts	125.00	187.50
2,000	cu. yds.	Selected Roadbed Topping	.70	1,400.00
1,100	yd. mi.	Hauling Roadbed Topping	.20	220.00
23,600	cu. yds.	Quarry-run Subbase (P.A. #2)	1.00	23,600.00
428,000	yd. mi.	Hauling Quarry-run Subbase (P.A. #2)	.15	64,200.00
5,200	cu. yds.	Placing Crushed Gravel in Base (P.A. #3)	.95	4,940.00
31,000	yd. mi.	Hauling Crushed Gravel (P.A. #3)	.20	6,200.00
5,200	cu. yds.	Purchase 2" - 0" Crushed Gravel (S. P. C.)	1.00	5,200.00
5,200	cu. yds.	Freight on Crushed Gravel (S. P. C.)	.57	2,964.00
			Subtotal	$124,...60
			Engr. & Cont.	7,...00
			Total	$132,...00

Length 3.987 miles
Cost per mile $ 22,148.82

Oregon State Highway Department

Federal Access Road
Project No. DA-SM 7 (1)

SEVEN DEVILS CHROME MINE

ACCESS ROAD PROJECT IN COOS COUNTY

(Estimate as basis for project agreement.)

Salem, Oregon, May 27, 1943

All Required	Preliminary Engineering			$ 1,750.00
All Required	Lands, Rights of Way, Easements, Etc.			1,000.00
	CONSTRUCTION			
Chrome Mine Road (Contract No. 2598)				
All Required	Clearing and Grubbing			$ 3,000.00
250 cu. yds.	Structural Excavation, Unclassified		$ 2.00	500.00
22,500 cu. yds.	General Excavation, Unclassified		.40	9,000.00
110 sta.	Grader Work		15.00	1,650.00
3.95 miles	Finishing Roadbed and Slopes		50.00	197.50
980 lin. ft.	12" Concrete Pipe		1.50	1,470.00
70 lin. ft.	18" Concrete Pipe		2.60	182.00
24 lin. ft.	24" Concrete Pipe		3.40	82.60
1.5 M-FBM	Wood Box Culverts		125.00	187.50
2,000 cu. yds.	Selected Roadbed Topping		.70	1,400.00
1,100 yd. mi.	Hauling Roadbed Topping		.20	220.00
23,600 cu. yds.	Quarry-run Subbase (P.A. #2)		1.00	23,600.00
428,000 yd. mi.	Hauling Quarry-run Subbase (P.A. #2)		.15	64,200.00
5,200 cu. yds.	Placing Crushed Gravel in Base (P.A. #3)		.95	4,940.00
31,000 yd. mi.	Hauling Crushed Gravel (P.A. #3)		.20	6,200.00
5,200 cu. yds.	Purchase 2" - 0" Crushed Gravel (S. F. O.)		1.00	5,200.00
5,200 cu. yds.	Freight on Crushed Gravel (S. F. O.)		.57	2,964.00
		Subtotal		$124,772.60
		Engr. & Cont.		7,732.40
		Total		$132,505.00
	Length	5.987 miles		
	Cost per mile	$ 22,148.82		

Purchase and Place Crushed Gravel
on South Bank County Road
(M.P. 0.0 to M.P. 2.5) (State Forces)

2,000	cu. yds.	Crushed Gravel	$ 2.32	$ 4,640.00

Bridge No. 11481 (1-17' Span) (State Forces)

6.5	M-FBM	Lumber	$ 45.00	$ 292.50
		Hardware		25.00
		Equipment Rental		20.00
		Labor		230.00
		Miscellaneous		17.50
				$ 585.00

Bridge No. 11480 (1-19' Span) (State Forces)

7.5	M-FBM	Lumber	$ 45.00	$ 337.50
		Hardware		20.00
		Equipment Rental		15.00
		Labor		260.00
		Miscellaneous		22.50
				$ 675.00

	Subtotal	$ 5,900.00
	Engr. & Cont.	350.00
	Total	$ 6,250.00
Length	2.289 mile	
Cost per mile	$ 2,730.44	

BRIDGE

Bridge No. 11484 (3-13', 46-15', 1-16', 1-45' Spans)
(State Forces)

23.0	M-FBM	Lumber	$ 45.00	$ 1,035.00
		Hardware		100.00
		Equipment Rental		100.00
		Labor		800.00
		Miscellaneous		35.00
				$ 2,070.00

PR 20

Bridge No. 11483 (1-12', 1-17', 1-15', 2-17', 1-18', Spans)
(State Forces)

27.0 M-FBM	Lumber	$ 43.00	$ 1,215.00
	Hardware		110.00
	Equipment Rental		100.00
	Labor		800.00
	Miscellaneous		70.00
			$ 2,295.00

Bridge No. 11482 (2-14' Spans) (State Forces)

1.3 M-FBM	Lumber	$ 43.00	$ 58.50
	Hardware		5.00
	Equipment Rental		5.00
	Labor		60.00
	Miscellaneous		1.50
			$ 130.00

Subtotal	$ 4,495.00
Engr. & Cont.	200.00
Total	$ 4,695.00

Code	Material Item	Unit	Quantity	Code	Material Item	Unit	Quantity
1	Cement	Bbl.	85	7	Reinforcing steel	Lb.	
2	Aggregates	Cy.			Structural steel	Lb.	
3	Bituminous mat.	Gal.			Explosives	Lb.	
4	Lumber	M.					

Length of Bridges (Participating) 0.174 mile
Length of Br. No. 11482 (Non-partic. Portion) 0.037 mile
Total Length, Bridges 0.211 mile

MAINTENANCE OF PROJECT

All Required Maintenance of Project for one year period beginning with date of completion of construction $ 5,900.00

Federal Access Road Funds Requested:

Preliminary Engineering	$ 1,550.00
Right of Way, Easements, Etc.	1,000.00
Construction:	
Chrome Road	132,605.00
North Bank Road	6,250.00
North Bank Road, Bridges	4,695.00
Maintenance (1 year)	5,900.00
	$152,000.00

Authority for Construction and Maintenance: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939

PR 46

Seven Devils Chrome Mine Access Road Project

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

Sheet 1 of 1 Sheets

Estimate of Materials Required for Roadway
(To Accompany P.S. & E.)

Starting Date (Est.) Aug. 3, 1942 State Oregon

Completion Date (Est.) Oct. 31, 1942 Project No. DA-[illegible] 7

Estimated Total Cost Roadway $ 57,806.10 Length: Miles 5.987

Code	Material Item	Unit	Quantity	Code	Material Item	Unit	Quantity
1	Cement	Bbl.	45	6	Metal culvert pipe	Lb.	
2	Aggregates	Cy.	25	7	Reinforcing steel	Lb.	350
3	Bituminous mat.	Gal.		8	Structural steel	Lb.	
4	Lumber	M.	10	10	Explosives	Lb,	
5	Timber piling	Lft.					

PR 46

Seven Devils Chrome Mine Access Road Project

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

Sheet 1 of 1 Sheets

Estimate of Materials Required for Roadway
(To Accompany P.S. & E.)

Starting Date (Est.) Aug 3 1942 State Oregon

Completion Date (Est.) Oct 31 1942 Project No. DA-WM 7

Estimated Total Cost Rdwy $ 57806.10 Length: Miles 5.987

Code	Material Item	Unit	Quantity	Code	Material Item	Unit	Quantity
1	Cement	Bbl.	45	6	Metal culvert pipe	Lb.	
2	Aggregates	Cy.	25	7	Reinforcing steel	Lb.	950
3	Bituminous mat.	Gal.		8	Structural steel	Lb.	
4	Lumber	M.	10	10	Explosives	Lb.	
5	Timber piling	Lft.					

DEC 1943
FOR

DH-HL-7

June 22, 1943

Associated Indemnity Corporation
Philip S. Carrell, Agent
Wilcox Building
Portland, Oregon

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to Tru-Mix Concrete Company, on contract No. 2598, covering the Seven Devils Chrome Mine Access Road, in Coos County. This payment, in the amount of $50.47, will be made on or after July 2, 1943. The retained percentage is $3,533.75.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues, or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

Kindly acknowledge receipt of this letter.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

RS

DA-WM 7

June 10, 1943

Tru-Mix Concrete Company
248 Meadowview
Medford, Oregon

Gentlemen:

The State Highway Commission, at its meeting on May 11, 1943, granted you the extension of time requested, from October 15, 1942, to April 13, 1943, without penalty, in connection with contract No. 2998, for construction of the Seven Devils Chrome Mine Access Road, in Coos County.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

AM

cc - K. B. Lytle

DA-WM 7

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

June 3, 1943

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Final inspection of construction of Oregon DA-WM 7(1), Seven Devils Chrome Mine Access Road, was made by a representative of this office on April 21, 1943.

Maintenance for the period ending April 13, 1944 is proposed for inclusion in the project agreement, which is still to be prepared.

Very truly yours,

W. H. LYNCH
District Engineer

By L. Caufield

L. J. Caufield
Senior Highway Engineer

RECEIVED
JUN 4 - 1943
OREGON
STATE HIGHWAY COMMISSION

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

1H-WM 7

POST OFFICE BUILDING
PORTLAND, OREGON

May 26, 1943

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir: Attention: Mr. Probert

Reference is made to Oregon DA-WM-7, the Seven Devils Chrome Mine Access Road.

Mr. K. D. Lytle, Division Engineer, requested that certain savings due to the reduction of crushed gravel placed by the contractor, from 6000 to 5000 cu. yds, be used to increase the maintenance item by State forces in order to bring up soft spots as they developed.

It would be appreciated if the project agreement estimate for this project could be submitted at an early date in order that this item may be passed on by our Washington Office. It is essential that we know how much excess funds are available for transferring to State Maintenance.

This project was completed April 13, 1943.

Very truly yours,

W. H. LYNCH
District Engineer

RECEIVED
MAY 27 1943
STATE HIGHWAY COMMISSION

RECEIVED

LA-NM 7

May 10, 1943

Mr. F. A. Robb
County Auditor
Coquille, Oregon

Dear Sir:

In reply to your letter of May 4, regarding royalty due Coos County for materials taken from the Ruby Mine and Beulah Fahy property, in connection with the construction of the Sixes-Bandon Cherry Mine Road, there has been reported a total of 1,[illegible] cu. yds. as having been taken from pits. We would like, however, to delay for a few days the $93.34 royalty payment, until the final contract records have been verified in this office.

Our Attorney, Mr. Bowers, wrote to Judge Peterson on December 21, 1942, recommending that the settlement for royalty be held until the final records were checked. We shall make it a point to see that the warrant is drawn for the verified amount as soon as this checking procedure is completed.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Distributed by L. E. Parsons/ER

cc to E. A. Hyde
E. E. Bowers

COOS COUNTY

COQUILLE, OREGON

OFFICE OF
ROADMASTER

May 4, 1943

Oregon State Highway Commission
Salem, Ore.

Attention: Mr. H. B. Glaisyer

Dear Sir:

Some time ago your Highway crew removed gravel from a pit on property owned by Ruby Muir and Beulah Fahy, with following legar description:

> "Lots 1 and 2, East half of Southwest quarter, Southeast quarter, east half of Northwest quarter, west half of northeast quarter, Section 30, Township 27 South, Range 13 West of Willamette Meridian, Coos County, Oregon".

In conversation with your local Engineer, C. C. Gall, he states that this transaction has already been reported to your office, but we have received no letter nor check from you. The owners of the pit are pressing us for payment. May we hear from you soon regarding this matter?

Very truly yours,

F. A. Robb

F. A. Robb,
COUNTY ROADMASTER

ASM

RECEIVED
MAY - 5 1943
OREGON
STATE HIGHWAY COMMISSION

Form E-1—6M—4-43

DA-WM 7

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending May 8th, 1943, 19

Section Seven Devils Chrome Mine Access Road

Highway West of Coquille

Contractor Tru-Mix Concrete Co.

Date of contract Aug. 12, 1942, 19

Date work started Aug. 26th 1942, 19

Amount of contract $34,034.00

Estimated cost of completed project, exclusive of engineering $138,000.00

Per cent of contract completed, based on total contract price . . . . . 100 %

Engineering cost to date, $ 5567.00, 16.35 %

Kind of work Grading & Surfacing

Section prefix 206 - 1025

Contract number 2599

Date of completion Oct. 31, 1942, 19

[redacted] date of completion Apr. 14th, 1943, 19

Per cent of time elapsed Completed %

Date project was completed April 14th, 1943, 19

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

All records of the semi-final estimate are ready for submission except bills covering Extra Work. The contractor has been asked for these and it is expected they will be received next week.

RECEIVED
MAY 11 1943
C... ENGR.

NOTED
E. I...

Signed C. C. Gall,

Address Marshfield, Ore.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	5.99	5.99			
Miles partially completed	All	All			
Miles completed	"	"			
Total estimated quantities	22,280	30,616			
Estimated quantities moved or placed to date	All	All			
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week	Completed				

Percentages of men employed on contract to be secured from:

..... County, ...%; ..... County,.....%; ..... County, ...%; ..... County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ....., Power graders ....., Rollers ....., Mixers ....., Crushing or screening plants.....

Compressors ....., Bulldozers ....., Sheep-foot rollers ....., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Fair		
Monday	Cloudy		
Tuesday	Pt. Cloudy		
Wednesday	Rain		
Thursday	Fair		
Friday	"		
Saturday	"		

STATE PRINTING DEPT.

RECEIVED

LTP-WM 7

May 3rd, 1943

Mr. R. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland, Oregon

Dear Sir:

Will you kindly concur in an extension of time on Contract No. 2596, M-WM 7, Pre-Mix Concrete Company, contractors, Seven Devils Chrome Mine Access Road, from October 31st, 1942 to April 15th, 1943.

The delay was largely occasioned by the necessity for changing the specifications for surfacing which were found unsuitable to withstand the heavy event rains, and it was understood at the time the contract was modified that the contractor would be given an extension of time sufficient to perform the entire work.

It is, therefore, recommended that the extension be granted without penalty.

Very truly yours,

R. H. Baldock
State Highway Engineer

H

cc to: H. G. Smith

COMMISSIONERS
HENRY P. CABELL, CHAIRMAN
PORTLAND
HURON W. CLOUGH, MEMBER
CANYONVILLE
HERMAN OLIVER, MEMBER
JOHN DAY

OREGON
STATE HIGHWAY COMMISSION

R. H. BALDOCK, CHIEF ENGINEER
C. B. McCULLOUGH, ASS'T CHIEF ENGINEER
J. M. DEVERS, CHIEF COUNSEL
H. B. GLAISYER, SECRETARY

DH-WM 7

APR 1943

SALEM

mcculloch

R 10623

IN REPLY PLEASE
REFER TO FILE NO.

Mr. Louis D. Felsheim,
County Judge,
Bandon, Oregon.

Dear Sir:

The Highway Commission and Coos County on the fifth of August, 1942, entered into an agreement with respect to the construction of the road known as the Seven Devils Chrome Mine Access Road. Section 11 of that agreement as amended provides that "when said county road has been completed the County shall assume responsibility and jurisdiction thereover and shall take such appropriate official action as may be necessary to vest in the County jurisdiction over the road, and the County agrees to accept said road and maintain the same; provided, however, that the County's obligation to maintain the road shall not begin or be effective until one year after the construction of the road, which date shall be evidenced by the official minute record of the Highway Commission."

I am advised that the road has been completed and the State is now ready to make in its records official entry and acknowledgment of the completion of the job.

The purpose of this letter is to inquire as to whether or not the County is now ready by appropriate resolution, or other official act, to take over the road and assume jurisdiction and control of the same. If so, I shall advise the Highway Commission at its next meeting to authorize the execution of any necessary instruments which the Commission must execute in order to perform all its obligations under the contract.

I shall appreciate hearing from you.

Yours very truly,

J. M. DEVERS

JMD:FW

cc K. D. Lytle
C. B. McCullough
Oscar Cutler

NOTED
C. B. McCullough

OREGON STATE HIGHWAY COMMISSION

RADIOGRAM

Message Number	Station of Origin	Class of Traffic	Word Count	Time of Filing	Date
					MARCH 27, 1941

Address: MR. E. B. LITLE
HIGHWAY DIVISION ENGINEER
ROSEBURG, OREGON

Text:

THE RIGHT OF WAY DEED ON THE SILVER FALLS CREEK MINE ROAD IS ESTIMATED AT $875.00 EXCLUDING PENDING CONDEMNATIONS. THIS DOES NOT INCLUDE THE ROCK QUARRY RIGHT OF WAY FOR THE ROYALTY EXPENSE FOR THE COOS COUNTY AND PARK QUARRIES. THE CONTRACT HAS BEEN $1535.00.

E. H. PROBERT

Signature

Receiving Operator's Service

File

STATE PRINTING DEPT.

RECEIVED
MAR 23 1943
FOR FILING

3a
2/18/43

DA-HM 7

February 27, 1943

Honorable E. L. Peterson
County Judge
Coquille, Oregon

Dear Judge Peterson:

Reference is made to your communication of January 25 to Mr. Devers suggesting that it would be advisable to have an order from the Highway Commission confirming your understanding with Mr. Lytle in regard to the furnishing of rock to the Tru-Mix Concrete Company in connection with its contract on the Seven Devils Chrome Mine Access Road.

Mr. Devers replied under date of January 29 and later presented the matter to the Highway Commission. On February 26 the Commission considered this matter and authorized a minute entry as per the attached copy.

I believe this minute entry fully protects you. If you desire a certified copy of the same I will have Mr. Glaisyer send you one.

Kindest personal regards.

Cordially yours,

C. B. McCullough
Assistant Chief Engineer

CBM:MC

cc - S. H. Probert
H. G. Smith

Excerpt from minutes of State Highway Commission meeting held February 18, 1943

The Commission had under consideration the transaction by which, with the approval of the Highway Commission, the Tru-Mix Concrete Company, in connection with its contract on the Seven Devils Chrome Mine Access Road, made arrangements with Coos County for the purchase of some roadbuilding materials. In connection with this transaction the Highway Commission has been requested to assure the county that its claim against the said contractor for materials furnished pursuant to said arrangement will be protected in the final settlement between the State and the said contractor. After consideration, the Commission ordered that, before final payment is made to the contractor, Honorable R. L. Peterson, County Judge of Coos County, be advised and given an opportunity to file with the state the amount of the county's claim for materials so furnished by the county and acquired by the contractor, and that before final payment is made the contractor be required to furnish the state satisfactory proof of the payment of such claim.

FORM E-30 20M 7-42

AGENDA
FEB 18 1943
3a

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem
February 12, 1943

SUBJECT: Coos County's claim against Tru-Mix Concrete Co.

To:

Mr. R. H. Baldock
Chief Engineer
O F F I C E

Herewith correspondence in regard to a minute entry attached assuring Judge Peterson that the County's claim against the Tru-Mix Concrete Company for materials purchased in connection with the Chrome Mine Access Road will be protected.

I would suggest that this matter be presented to the Highway Commission at its next meeting and Judge Peterson advised of the Commission's action.

C. B. McCullough

CBM:MC

encl.

REFERRED TO
By Chief Engineer
agenda.

M

OFFICE COPY

Minute Entry for Commission

The Commission had under consideration the transaction by which, with the approval of the Highway Commission, the Tru-Mix Concrete Company, in connection with its contract on the Seven Devils Chrome Mine Access Road, made arrangements with Coos County for the purchase of some roadbuilding materials.

In connection with this transaction the Highway Commission has been requested to assure the County that its claim against the said contractor for materials furnished pursuant to said arrangement will be protected in the final settlement between the State and the said contractor. After consideration, the Commission ordered that before final payment is made to the contractor Honorable E. L. Peterson, County Judge of Coos County, be advised and given an opportunity to file with the State the amount of the County's claim for materials so furnished by the County and acquired by the contractor, and that before final payment is made the contractor be required to furnish to the State satisfactory proof of the payment of such claim.

APPROVED BY HIGHWAY COMMISSION
DATE February 18, 1943
Secretary

2/10/43

FOR FILING

1A-MM 7

Salem
February 12, 1943

Coos County's claim against
Tru-Mix Concrete Co.

Mr. R. H. Baldock
Chief Engineer
O F F I C E

Herewith correspondence in regard to a minute entry assuring Judge Peterson that the County's claim against the Tru-Mix Concrete Company for materials purchased in connection with the Chrome Mine Access Road will be protected.

I would suggest that this matter be presented to the Highway Commission at its next meeting and Judge Peterson advised of the Commission's action.

CEM:MC

C. D. McCullough

encl.

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 10, 1943

Subject:

To: Mr. C. B. McCullough,

Office.

Dear Mr. McCullough:

With respect to the request of Judge Peterson of Coos County for assurance that the County's claim against the Tru-Mix Concrete Company for materials purchased by the contractor from the County for use in connection with the construction of the Seven Devils Chrome Mine Access Road, I suggest the following minute entry in the Commission's minutes, and then that a certified copy of that record be delivered by the Secretary to the County Judge:

"The Commission had under consideration the transaction by which, with the approval of the Highway Commission, the Tru-Mix Concrete Company, in connection with its contract on the Seven Devils Chrome Mine Access Road, made arrangements with Coos County for the purchase of some road-building materials.

"In connection with this transaction the Highway Commission has been requested to assure the County that its claim against the said contractor for materials furnished pursuant to said arrangement will be protected in the final settlement between the State and the said contractor. After consideration, the Commission ordered that before final payment is made to the contractor Honorable E. L. Peterson, County Judge of Coos County, be advised and given an opportunity to file with the State the amount of the County's claim for materials so furnished by the County and acquired by the contractor, and that before final payment is made the contractor be required to furnish to the State satisfactory proof of the payment of such claim."

Yours very truly,

J. M. DEVERS

JMD:PW

FOR FILING

DA-NM 7

February 9, 1943

#1919

Mr. J. M. Devers

I am returning herewith communication received by you under date of January 25 from Judge Peterson, the same having to do with the guarantee of payment for certain material used by our contractors, the Tru-Mix Concrete Company, in connection with the chrome road in Coos County. I am also attaching report received in reference to the same from H. O. Smith, under date of February 4.

I do not believe that this matter is sufficiently important to warrant the drawing up of a formal instrument, and agree with Mr. Smith that a verbal commitment is sufficient. However, in order to satisfy Judge Peterson's request, I would suggest that the matter be presented to the Highway Commission and the Highway Commission, by minute entry, confirm the engineer's commitment.

C. B. McCullough

CBM:HI

RECORD OF ASSIGNMENT

Letters from Judge Peterson of Coquille and K. D. Lytle Engineer regarding rock owned by Coos County which is needed the State.

DATE: 2/3/43 ASSIGNED TO: H. G. Smith

SION

File

(Investigation and report to this office
(Reply direct with copy to this office
FOR (Return with drafted reply
(Comment or recommendation and return to this office
(Investigation and such action as is necessary
(_____

d from Coos County
hrome Mine Access

REPORT RECEIVED:

REMARKS:

In regard to Record of Assignment #1919, Mr. Lytle's letter advising E. L. Peterson, County Judge of Coos County, that the State Highway Commission would guarantee that the Tru-Mix Concrete Company of Medford would pay for the rock which they are procuring from Coos County.

The Tru-Mix Concrete Company is constructing an access road to the Seven Devils Chrome Mine from pit run material, and they wish to procure some fine material to be used for smoothing to relieve the wear on their hauling trucks. The Department has an agreement with the Tru-Mix Concrete Company to include this yardage at our contract prices in the contract amount, and we told the County that we would see that the County was paid for the amount which the Tru-Mix Concrete Company secured.

Inasmuch as the Tru-Mix Concrete Company has contracts in effect with us of several hundred thousand dollars and are perfectly responsible for the payment of this bill under their bond, I see no reason for a lot of formality in the matter, other than to see that this material has been paid for before the final voucher is paid to the Tru-Mix people.

Very truly yours,

H. G. Smith
Construction Engineer

HGS:AR
Enc.

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 4th, 1943

File

Subject: Rock Being Secured from Coos County on Seven Devils Chrome Mine Access

To: Mr. C. B. McCullough
Asst. Chief Engineer
O f f i c e

Dear Sir:

In regard to Record of Assignment #1919, Mr. Lytle's letter advising E. L. Peterson, County Judge of Coos County, that the State Highway Commission would guarantee that the Tru-Mix Concrete Company of Medford would pay for the rock which they are procuring from Coos County.

The Tru-Mix Concrete Company is constructing an access road to the Seven Devils Chrome Mine from pit run material, and they wish to procure some fine material to be used for smoothing to relieve the wear on their hauling trucks. The Department has an agreement with the Tru-Mix Concrete Company to include this yardage at our contract prices in the contract amount, and we told the County that we would see that the County was paid for the amount which the Tru-Mix Concrete Company secured.

Inasmuch as the Tru-Mix Concrete Company has contracts in effect with us of several hundred thousand dollars and are perfectly responsible for the payment of this bill under their bond, I see no reason for a lot of formality in the matter, other than to see that this material has been paid for before the final voucher is paid to the Tru-Mix people.

Very truly yours,

H. G. Smith
Construction Engineer

HGS:AR
Enc.

FORM E-20 30M 7-42

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

February 4, 1943

(C O P Y)

SUBJECT: Rock Being Secure d from Coos County on Seven Devils Chrome Mine Access

To: Mr. C. B. McCullough
Asst. Chief Engineer
O f f i c e

Dear Sir:

In regard to Record of Assignment #1919, Mr. Lytle's letter advising E. L. Peterson, County Judge of Coos County, that the State Highway Commission would guarantee that the Tru-Mix Concrete Company of Medford would pay for the rock which they are procuring from Coos County.

The tru-Mix Concrete Company is constructing an access road to the Seven Devils Chrome Mine from pit run material, and they wish to procure some fine material to be used for smoothing to relieve the wear on their hauling trucks. The Department has an agreement with the Tru-Mix Concrete Company to include this yardage at our contract prices in the contract amount, and we told the County that we would see that the County was paid for the amount which the Tru-Mix Concrete Company secured.

Inasmuch as the Tru-Mix Concrete Company has contracts in effect with us of several hundred thousand dollars and are perfectly responsible for the payment of this bill under their bond, I see no reason for a lot of formality in the matter, other than to see that this material has been paid for before the final voucher is paid to the Tru-Mix people.

Very truly yours,

H. G. Smith
Construction Engineer

HGS:AR

RECEIVED
FOR FILING

DA-MM 7

Salem
February 3, 1943

Mr. H. G. Smith

Please note the attached correspondence between Mr. Bowers, Judge E. L. Peterson and K. D. Lytle with reference to some rock which is owned by the county and which the State needs.

Will you please furnish the information requested in Mr. Bowers' letter of January 29 so that an agreement can be prepared for the signature of the State Highway Commission and the Coos County Court.

C. B. McCullough

JM:OA

FORM E-80 90M 12-41

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 3, 1943

Subject:

To: Mr. C. B. McCullough,

O f f i c e .

Dear Mr. McCullough:

Please note and then return, under penalty of enspension from the society of good men, the attached file which has to do with some controversy between the engineers and Judge Peterson of Coos County.

If I may be told or rather informed (I don't like to be told) what this matter is about, I will prepare some sort of an instrument that the Highway Commission can sign at its next meeting. Then it can be submitted to the Judge for his signature.

Judge Peterson evidently feels, and rightly so, that his records should show some formal disposition of this matter and so do I. I will appreciate the early return of these papers accompanied with the information requested.

Yours very truly,

J. M. DEVERS

JMD:PW
Enc.

January 29, 1943

Mr. C. B. McCullough,

O f f i c e .

Dear Mr. McCullough:

Attached is a copy of Mr. Lytle's letter to Judge Peterson of Coquille and a copy of Judge Peterson's letter to me relative to the appropriation by the State of some rock the county owns and which the State needs.

If I may be furnished the necessary information I will prepare a little memorandum and give it to you to have the Commission sign it at its next meeting and it can then be signed by the County Court.

Yours very truly,

J. M. DEVERS

JMD:FW
Enc.

COOS COUNTY

Peterson

January 29, 1943

Honorable E. L. Peterson,
County Judge,
Coquille, Oregon.

Dear Judge Peterson:

I have requested the Highway Department to enter in its records at its meeting to be held in Portland on February eighteenth an appropriate authorization to cover the subject discussed in your letter of January twenty-fifth, and I assume that shortly after the meeting you will be advised and will be furnished the proper writing.

Thanking you, I am

Yours very truly,

J. M. DEVERS

JMDePW

OFFICE OF THE
COUNTY COURT

ERVIN L. PETERSON, COUNTY JUDGE
R. H. LAWHORN, COUNTY COMMISSIONER
LARS P. PETERSON, COUNTY COMMISSIONER

COOS COUNTY

COQUILLE, OREGON

January 25, 1943

RECEIVED
LEGAL DEPT

Oregon State Highway Commission
State Office Building
Salem, Oregon

Attention Mr. J. M. Devers, Chief Counsel

Dear Mr. Devers:

I enclose herewith copy of a letter received from Mr. K. D. Lytle, Division Engineer, Roseburg. Coos County has agreed to furnish the rock referred to in Mr. Lytle's letter, provided we were guaranteed payment by the State Highway Commission. Mr. Lytle's letter states that the Commission will guarantee payment for the desired material at the stipulated price. Upon asking Mr. Flaxel if Mr. Lytle's letter was sufficient guarantee for re-payment to Coos County he suggested that it would be advisable that we have an Order of the Highway Commission confirming our understanding arrived at with Mr. Lytle. I would, therefore, appreciate your preparing an Order and asking Mr. Glaisyer to present it at your next Commission meeting.

With kindest regards, I am

Very truly yours,

E. L. PETERSON
County Judge

ELP:B

cc: K.D. Lytle
Roseburg

RECEIVED
JAN 12 19
FOR FILING

ASSOCIATED Insurance Companies

DA-WM 7

January 11, 1943

Associated Insurance Companies January 8, 1943
408 Wilcox Building
Portland, Oregon

Attention: Philip S. Carroll, Resident Vice-President

Gentlemen:

I have filled in and am returning to herewith the status report on Tru Mix Concrete Company's contract, No. 2398, Seven Devils Chrome Mine Access Road Project.

I note in the second paragraph of your letter that you understand a portion of this contract was renegotiated. In reply thereto I wish to advise that on account of the necessity for completing the surfacing during the winter months, it was decided that a heavier type of surfacing was necessary than that called for in the original specifications. Therefore, a price agreement was agreed to for the furnishing of 8500 cu. yds of quarry-run subbase at $1.00 per yard, and 13,200 yard-mile hauling quarry-run subbase at $0.15 per yard-mile, or a total of $28,300.00.

13,200

The contractor also agreed that the pit-run gravel should be reduced from 13,000 cu. yds to approximately 6,500 cu. yds. with no claim for damages by reason of the reduction in quantities of gravel.

It is quite probable that it will take considerable more quarry-run subbase than called for in the price agreement but the job has not progressed far enough to determine exactly how much will be needed to sustain the anticipated traffic.

Very truly yours,

Secretary

AH
Dictated by E. G. Smith

ASSOCIATED Insurance Companies
HOME OFFICE: ASSOCIATED INSURANCE BUILDING, SAN FRANCISCO, CALIFORNIA
NORTHWESTERN DEPARTMENT
PHILIP S. CARRELL, RESIDENT VICE PRESIDENT
408 WILCOX BUILDING
PORTLAND, OREGON

January 5, 1943

State Highway Commission
Salem, Oregon

Gentlemen:

Re: SEVEN DEVILS CHROME MINE ACCESS ROAD PROJECT

Enclosed herewith are Status Reports in connection with the above captioned, and shall appreciate having information as to the progress of this job.

We also understand that a portion of this contract was renegotiated. Any information available relative to this renegotiation which is available to us we would like to have.

Yours very truly,

ASSOCIATED INSURANCE COMPANIES

Philip S. Carrell
Resident Vice President

PSC:PLP
ancs

~~Report returned 1/7/43 --~~

~~A.M.~~

RECEIVED

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

January 1, 1943

POST OFFICE BUILDING
PORTLAND, OREGON

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are returning herewith Mr. Probert's letter of December 4 concerning drill steel for Oregon DA-WM 7, Seven Devils Chrome Mine access road.

As requested in your more recent letter, we have furnished the required drill steel to the Loggers and Contractors Machinery Co. for processing for the contractor.

Very truly yours,

W. H. LYNCH
District Engineer

Encl.

RECEIVED
JAN 1941
STATE HIGHWAY COMMISSION

You have informed me by telephone that the Public Roads Administration has a quantity of drill steel in stock at the Vancouver Shops, part of which might be made available if suitable arrangements could be made whereby the Public Roads Administration could receive credit for the steel furnished, from the Oregon State Highway Commission on the payment of the contract. It would then be unnecessary for the Public Roads Administration to forward the PD-1-A application requesting an A-1-A preference rating for the purchase of the drill steel.

It is agreeable with the Oregon State Highway Commission, and we will appreciate it very much if you will arrange with the Loggers and Contractors Machinery Company, Portland, Oregon, so that they can pick up 270 feet of drill steel, which they informed us they used in filling the order.

E-128 20M 10-41

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN
PORTLAND
HURON W. CLOUGH, MEMBER
CANYONVILLE
HERMAN OLIVER, MEMBER
JOHN DAY

OREGON
STATE HIGHWAY COMMISSION

R. H. BALDOCK, CHIEF ENGINEER
C. B. McCULLOUGH, ASS'T CHIEF ENGINEER
J. M. DEVERS, CHIEF COUNSEL
R. E. GLAISYER, SECRETARY

SALEM

December 4th, 1942

IN REPLY PLEASE REFER TO FILE NO.

Mr. W. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland, Oregon

Attention: Mr. L. J. Caufield.

Dear Sir:

The Tru-Mix Concrete Company, Medford, Oregon, contractors on the Seven Devils Chrome Mine Access Road Project DA-WM-7, ordered a list of drill steel required for drilling the quarry on the above project. This project has an A-1-E preference rating, made available by limited preference rating P19E, Serial No. 26853E, but the limitations will not permit the extension of this preference rating for drill steel.

A PD-1-A application was submitted requesting an A-1-A preference rating, which, the suppliers, the Loggers and Contractors Machinery Company, informed us was required before they could procure or supply the drill steel. However, on a promise that we would try to secure an A-1-A rating, the Loggers and Contractors Machinery Company did procure the necessary drill steel and have made delivery to the contractor so that the job was not delayed.

You have informed me by telephone that the Public Roads Administration has a quantity of drill steel in stock at the Vancouver Shops, part of which might be made available if suitable arrangements could be made whereby the Public Roads Administration could receive credit for the steel furnished, from the Oregon State Highway Commission on the payment of the contract. It would then be unnecessary for the Public Roads Administration to forward the PD-1-A application requesting an A-1-A preference rating for the purchase of the drill steel.

It is agreeable with the Oregon State Highway Commission, and we will appreciate it very much if you will arrange with the Loggers and Contractors Machinery Company, Portland, Oregon, so that they can pick up 270 feet of drill steel, which they informed us they used in filling the order.

We will arrange with the contractor to deduct the necessary amount from his next estimate, and the contractor can then settle with the supplier when he pays his bill. The amount should be about 270 feet at $0.32, or $86.40. Will you please advise the exact amount so that the exact deduction from the contractor's estimate can be made. The Public Roads Administration can then receive credit for the drill steel in the settlement of the payment on this contract.

Very truly yours,

R. H. BALDOCK
CHIEF ENGINEER

By S. H. Probert

S. H. Probert
Office Engineer

R

RECEIVED
DEC 30 1942
FOR FILING

DA-NM 7

December 30, 1942

Mr. E. B. Lytle
Division Highway Engineer
Roseburg, Oregon

Dear Sir:

We are advised by the Public Roads Administration today that our request for an increase in the allotment for the Seven Devils Grants Pass Access Road Project has been approved, and that the total amount of the allocation is now $118,000.

Very truly yours,

R. H. Baldock
Chief Engineer

cc to E. G. Smith

SHP:ER

RECEIVED
DEC 21 1942
FOR FILING

DA-WM 7

Salem
December 19, 1942

#1886

Mr. J. M. Devers:

Cross Referenced To
Coal
R/R
Gravel Pits

We are returning herewith Judge E. L. Peterson's letter to you of December 2, with reference to an agreement between Coos County and Ruby Muir and Beulah Fahy and also regarding the agreement between the State Highway Commission and Coos County which concerns material taken from a certain gravel pit for use on the Seven Devils Chrome Mine Access Road.

We are also handing you a copy of a letter from Resident Engineer, G. C. Gall, together with several copies of a bill for $85.00 for 1700 cu. yds. of gravel taken from this pit at .05¢ per yard.

If you have need for further data please advise.

C. B. McCullough

JM:OA

RECORD OF ASSIGNMENT

DESCRIPTION: Letter from Coos County regarding payment of ~~gravel~~ 1886 taken from pit where the Seven Devils Chrome Mine access road is being built.

DATE: 12/8/42

ASSIGNED TO: H. G. Smith

FOR
(Investigation and report to this office
(Reply direct with copy to this office
(Return with drafted reply
(Comment or recommendation and return to this office
(Investigation and such action as is necessary

REPORT RECEIVED:

REMARKS:

SION

ment #1886

In accordance with Record of Assignment #1886, I am attaching approved copies of statement covering the materials taken from the Muir and Fahy gravel pit for use on the Seven Devils Chrome Mine Access Road, also a copy of Resident Engineer Gall's letter of explanation.

Yours very truly,

H. G. SMITH,
Construction Engineer.

By Chas E Low
Chas. E. Low,
Construction Office Engineer.

CEL/H

Send to Devers

Stated on Card

FORM E-80 REVISED 26M 5-40

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Ore.

Dec. 16, 1942.

Subject: Record of Assignment #1886

To: Mr. C. B. McCullough,
Asst. Chief Engineer,
Office.

Dear Sir:

In accordance with Record of Assignment #1886, I am attaching approved copies of statement covering the materials taken from the Muir and Fahy gravel pit for use on the Seven Devils Chrome Mine Access Road, also a copy of Resident Engineer Gall's letter of explanation.

Yours very truly,

H. G. SMITH,
Construction Engineer.

By Chas E Low
Chas. E. Low,
Construction Office Engineer.

CEL/H

Send to Stevens

Stated on Card

FOR

DA-WM 7

December 7, 1942.

Mr. W.H. Lynch,
District Engineer,
Public Roads Administration,
P. O. Box 3900,
Portland, Ore.

Attention - Mr. L. J.Caufield

Dear Sir:

The Tru-Mix Concrete Company, Medford, Oregon, contractors on the Seven Devils Chrome Mine Access Road Project DA-WM-7, ordered a list of drill steel required for drilling the quarry on the above project. This project has an A-1-E preference rating, made available by limited preference rating P 19 E, Serial No. 26853E, but the limitations will not permit the extension of this preference rating for drill steel.

A PD-1-A application was submitted requesting an A-1-A preference rating, which, the suppliers the Loggers and Contractors Machinery Company, informed us was required before they could procure or supply the drill steel.

You have informed me by telephone that the Public Roads Administration has a quantity of drill steel in stock at the Vancouver Shops, part of which might be made available if suitable arrangements could be made whereby the Public Roads Administration could receive credit for the steel, from the Oregon State Highway Commission on the payment of the contract. It would then be unnecessary for the Public Roads Administration to forward the PD-1-A application requesting an A-1-A preference rating for the purchase of the drill steel.

The Oregon State Highway Commission and the Tru-Mix Concrete Co., Contractors, will appreciate it very much if you can furnish the 270 feet of drill steel required. The Tru-Mix Concrete Company, Contractors, are not equipped to cut shank and thread this drill steel and will have this work done by the Loggers and Contractors Machinery Company, Portland, Ore. Will you please supply the steel to the Loggers and Contractors Machinery Company, who will represent the Tru-Mix Concrete Company, Contractors and who will call to pick up the steel.

We will arrange with the contractor to deduct the necessary amount from his next estimate, and the contractor can then settle with the supplier when he pays his bill. The amount should be about 270 feet at $0.32, or $86.40. Will you please advise the exact amount so that the exact deduction from the contractor's estimate can be made. The Public Roads Administration can then receive credit for the drill steel in the settlement of the payment on this contract.

Very truly yours,

R. H. BALDOCK,
CHIEF ENGINEER.

By

S. H. Probert,
Office Engineer.

RECEIVED
DEC 7 1942
FOR FILING

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 5, 1942.

Subject: Rock for the Seven Devils Chrome Access Road

To: Mr. J. W. DeSouza,
Assistant Attorney,
O f f i c e.

Dear Sir:

Yesterday I contacted Mr. W. H. Horning, Chief Forester of the O & C Land Grant Lands, with reference to contractor taking rock materials from the northwest quarter (NW¼) of the northeast quarter (NE¼) of Section 29, Township 28 South, Range 12 West, W. M., Coos County, Oregon.

I advised Mr. Horning that due to the emergency the Department has already instructed its contractor to go into this property to get materials and off the record he said it was perfectly all right. He further stated that it would not be necessary for us to make any formal application or make any other appearance and that we might hear from him with authority to go into the property and we might not, depending entirely upon whether he decided it would be necessary for us to have further authority than he has given us.

Yours very truly,

J. H. DEVERS

By C. W. Parker

C. W. PARKER
Right of Way Agent

CWP:TT
c.c. C. B. McCullough
K. D. Lytle

NOTED
C. B. McCullough

November 27, 1942

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon.

Dear Sir:

We are returning herewith a copy of Price Agreement No. 2 covering quarry-run base rock for use on Oregon Project DA-ER 7, the Seven Devils Chrome Mine Access Road.

This price agreement was recommended for approval and authorization under date of Nov. 20, 1942 given you to negotiate agreement with the contractor as covered in the enclosed price agreement. The proposed work covered by this price agreement was approved by our Washington office on Nov. 19, 1942.

Very truly yours,

W. H. LYNCH
District Engineer

By
L. J. Canfield
Sr. Highway Engineer

Encl.

TMD/MH

RECEIVED
NOV 28 1942
FOR FILING

DA-WM 7

Nov. 27, 1942.

Mr. H.H. Lynch,
District Engineer,
Public Roads Administration,
P. O. Box 3900,
Portland, Ore.

Dear Sir:

We are enclosing a PD-1A application for a preference rating required to purchase drill steel to be used on the Seven Devils Chrome Mine Access Road Project by the Tru-Mix Concrete Company, Contractors.

Yours very truly,

R. H. BALDOCK,
CHIEF ENGINEER.

RECEIVED
NOV 23 1942
FOR FILING

CONFIRMATION

FEDERAL WORKS AGENCY
XXXXXX XXXXXXXXXXXXXXXXX
XXXXX Public Roads Administration

14-RA-7

DAY LETTER

Portland, Oregon
November 20, 1942

R. H. Baldock
State Highway Engineer
Salem, Oregon

REURTEL OREGON DA-RRA-7 PROPOSAL TO ADD STONE SURFACING BY NEGOTIATED AGREEMENT AND AT PRICE INDICATED SATISFACTORY

Davis

Paid Gov't Rate

NOTED

RECEIVED
NOV 18 1942
FOR FILING

LA-WM 7

CLASS OF SERVICE DESIRED			
DOMESTIC		CABLE	
TELEGRAM		ORDINARY	
DAY LETTER		URGENT RATE	
SERIAL		DEFERRED	
OVERNIGHT TELEGRAM		NIGHT LETTER	
SPECIAL SERVICE		SHIP RADIOGRAM	

Patrons should check class of service desired; otherwise the message will be transmitted as a telegram or ordinary cablegram.

File

COPY OF WESTERN UNION TELEGRAM

RECEIVED
NOV 18 1942
FOR FILING

SALEM ORE NOV 17 1942

W H LYNCH
PUBLIC ROADS ADMINISTRATION PORTLAND ORE

SEVEN DEVILS CURRANT MINE ACCESS ROAD PROJECT DA-WM-7 NEEDS ADDITIONAL SURFACING TO STABILIZE NEW SOFT GRADE AND PERMIT HEAVY HAULING EXPECTED TO DEVELOP IN THREE WEEKS. CONTRACTOR DELAYED IN GRADING AND ONLY SMALL AMOUNT OF SURFACING PLACED TO DATE. TIME LIMIT EXPIRED OCTOBER 31. CONDITIONS ARE NOW SUCH THAT IT APPEARS IMPOSSIBLE TO STABILIZE SUBGRADE WITH GRAVEL. RECOMMEND PLACING 8500 CUBIC YARDS QUARRY RUN STONE BASE COURSE AT AGREED PRICE OF ONE DOLLAR PER CUBIC YARD PLUS HAUL AT FIFTEEN CENTS PER CUBIC YARD MILE MAKING TOTAL COST APPROXIMATELY THREE DOLLARS THIRTY TWO CENTS PER CUBIC YARD IN PLACE. THIS MAKES A NET INCREASE OF TWENTY THOUSAND DOLLARS TO JOB. REQUEST IMMEDIATE APPROVAL ON ACCOUNT OF URGENCY OF SITUATION AND NEED OF PRODUCTION OF CRITICAL MATERIALS.

H. H. BALDOCK

CONFIRMATION

FEDERAL WORKS AGENCY
XXXXXXXXX XXXXXXXXXXXXXXXX
XXXXXX Public Roads Administration
8010-20 Oregon

XXXXXXXXXXXXXXXXXXXXXXXXXXXXXX

RECEIVED
NOV 18 1942
FOR FILING

NIGHT LETTER

Portland, Oregon
November 12, 1942

W. H. Baldock
State Highway Engineer
Salem, Oregon

ATTENTION H. G. SMITH. SURFACING DA-WM-7, SEVEN DEVILS EVIDENTLY UNSATISFACTORY. IF POSSIBLE SUGGEST JOINT INSPECTION BY YOURSELF, LYTLE AND REPRESENTATIVE THIS OFFICE. IF THIS SATISFACTORY ADVISE DATE

Caufield

Paid Gov't Rate

NOTED
State Highway Engineer

RECEIVED
NOV 14 1942
STATE HIGHWAY COMMISSION

File

DA-WM 7

SALEM
November 6, 1942

Mr. C. B. McCullough
Assistant Chief Engineer

Amended agreement re
Seven Devils Chrome Mine
Access Road

I am returning to you, herewith, three copies of the amended agreement between the State Highway Commission and Coos County, regarding the improvement of the Seven Devils Chrome Mine Access Road. These were signed by the Highway Commission at its meeting yesterday, November 5.

I have retained the original of this agreement for the Commission's records and files, but I have not sent a copy to the County, inasmuch as I thought perhaps you would like to do this yourself.

Secretary

HBG:RS

RECEIVED
OCT 23 1942
FOR

DA-MM 7

October 22, 1942

Mr. McCullough:

NOTED
Asst. State Highway Engineer

In accordance with your instructions I have checked the attached Force Order against the original agreement and its amendments and find that the order calls for $30.00 more than the amount shown on the agreement. The segregated amounts are as follows:

	Agreement		Force Order
Bridge No. 11484 -	$2,000.00	-	$2,070.00
Bridge No. 11483 -	2,500.00		2,295.00
Bridge No. 11482 -	200.00		130.00
Bridge No. 11481 -	350.00		585.00
Bridge No. 11480 -	675.00		675.00
	$5,725.00		$5,755.00

J. McFarland

Force order signed and all copies returned to Mr Stiffler
C.B. Mc

Form E-20 Rev 7-46

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 30, 1946

DA-WM 7

SUBJECT: Work Order Covering Seven Devils Chrome Mine Access Road

To: Mr. C. B. McCullough
Assistant Chief Engineer

NOTED
State Highway Engineer

Dear Sir:

On August 24 this office wrote a state force order on a contract project, covering the work authorized by the Highway Commission, to be performed by state forces on bridges located on the Seven Devils Chrome Mine Access Road. No approved copies have been returned. Therefore, it is assumed all have gone astray.

We hand you herewith six copies of an Order for State Force Work on Contract No. 2598, Federal Aid Project No. DA-WM 7, in the total amount of $5,755.00.

When the above order is finally approved, please return all field copies to this office so that we can properly instruct the field maintenance forces in the manner of rendering final reports as required by the Federal Works Agency, Public Roads Administration.

Very truly yours,

W. W. Stiffler
Assistant Maintenance Engineer

WWS/vf
encls. 6

RECEIVED
OCT 21
FOR FILING

AA-WN 7

October 19, 1942

C & A 108

Hon. E. L. Peterson,
County Judge
Coos County
Coquille, Oregon

Dear Judge Peterson:

When the contract for the construction and maintenance of the Seven Devils Chrome Access Road was entered into we contemplated the renewal of four bridges, which four bridges were specified in the agreement. As our investigation developed we found it advisable, as you doubtless know, to include a fifth structure. In view of this fact I asked Mr. Devers to prepare a short, supplementary agreement modifying the original agreement of August, 1942, as amended September 22, 1942.

I am attaching hereto four copies of this agreement for the signature of the County Court. As soon as you have had it so executed and returned to this office I will have the copies signed by the Highway Commission and will send a fully executed copy to you for the County Court's files.

Yours very truly,

C. B. McCullough
Assistant Chief Engineer

CBM:MC

encl.

FORM E-30 30M 12-41

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 17, 1942

Subject: R 10623

To: Mr. C. B. McCullough,

O f f i c e .

Dear Mr. McCullough:

Once upon a time at the request of the wise ones I prepared an agreement to be executed by Coos County and the Highway Commission covering the construction and maintenance of the Seven Devils Chrome Mine Access Road. Being an obedient servant I prepared such agreement and it was duly and solemnly executed by all of the parties and immediately went into effect.

Thereafter, some of the wise, or otherwise, discovered that the agreement was not completed because the date upon which the County's obligation to maintain the road was not expressly fixed and I was requested to amend the original agreement. Still being an obedient servant I prepared an amendment to the original agreement, which, like the original, was duly and solemnly executed by the parties, and thus took its place in the archives of the Department as a part of the original agreement.

Since then an idea has wandered into the Department and has evidently found fertile soil in which to rest. As a result I have again been requested to amend that simple agreement by adding thereto a fifth bridge, instead of just the four that were originally in existence when the original agreement was prepared. Since I am yet an obedient servant I have prepared the second amendment and am handing you five copies of the second amendatory agreement, which, if found complete to date (I can't hope that it is final), I wish you would place in line to be executed with the same solemnity that attended the execution of the other instruments.

I presume it would be unfortunate if I did not enjoy my work.

Yours very truly,

J. M. Devers

J. M. DEVERS

JMD:PW
Enc.

RECEIVED

Dt-NM 7

Salem
October 15, 1942

Agreement covering reconstruction of bridges on Seven Devils Road

Mr. J. M. Devers
Chief Counsel
O F F I C E

Reference is made to attached letter from Mr. Stiffler in regard to the reconstruction of bridges and maintenance of Seven Devils Chrome Mine Access Road.

You will note from my letter to Mr. Stiffler, copy of which is also attached, that the agreement covering the reconstruction of these bridges should be changed to cover 5 bridges instead of 4. Will you please take care of this.

CBM:MC

C. B. McCullough
Assistant Chief Engineer

Salem
October 15, 1942

Maintenance of bridges and
Seven Devils Chrome Mine Road

Mr. W. W. Stiffler
Assistant Maintenance Engr.
O F F I C E

(sent to Mr. Devers)

Replying to your communication of October 7 in reference to reconstruction of bridges and maintenance of Seven Devils Chrome Mine Access Road, it is Okey for you to proceed with the construction of all 5 of the structures and, in this connection, I am forwarding your letter to Mr. Devers with the suggestion that the agreement be changed to name 5 bridges instead of 4.

In answer to your second inquiry, the State will not perform any maintenance work on this road nor be responsible for the same in any way.

CBM:MC

C. B. McCullough

cc - J. M. Devers

RECEIVED
SEP 2 1 1942
FOR FILING

Da-WM-7

September 25, 1942

Associated Indemnity Corporation
Phillip S. Carroll, Agent
Wilcox Building
Portland, Oregon

Gentlemen:

Referring to the bond written by you in connection with contract No. 2598, which was awarded to Tru-Mix Concrete Company on August 12, 1942, we note that the date is August 25, 1924.

Will you please give us authority to change the year date to 1942.

Very truly yours,

HJGeAE

Secretary

STANDARD TIME INDICATED

RECEIVED AT

TELEPHONE YOUR TELEGRAMS TO POSTAL TELEGRAPH

Postal Telegraph

THIS IS A FULL RATE TELEGRAM, CABLEGRAM OR RADIOGRAM UNLESS OTHERWISE INDICATED BY SYMBOL IN THE PREAMBLE OR IN THE ADDRESS OF THE MESSAGE. SYMBOLS DESIGNATING SERVICE SELECTED ARE OUTLINED IN THE COMPANY'S TARIFFS ON HAND AT EACH OFFICE AND ON FILE WITH REGULATORY AUTHORITIES.

R31 23/20 GOVT DL=NX PORTLAND ORE 10 1108A

R H BALDOCK =

STATE HIGHWAY ENGINEER SALEM ORE=

RECEIVED AUG 3 1943 FOR

1942 SEP 10 AM 11 24

=REURLET AUGUST 28 OREGON DA-WM-7 SEVEN DEVILS CHROME MINE BRIDGE REPAIR BY STATE FORCES APPROVED , SUGGEST EARLY SUBMISSION AGREEMENT ESTIMATE=

=CAUFIELD.

REFERRED TO

Engineer

How much does this?

28 DA-WM-7.

are submitting at $5,550 plus 10% engineering and contingencies, or $6,105. Also the amount of $2,700 for the first year's maintenance by the State Highway Department should be included.

With reference to your letter of August 28th, we are requesting wire advice as soon as approval is given to State force work on the bridges.

Very truly yours,

W. H. LYNCH
District Engineer

Encl.

Copy sent as soon as given to Mr Probert

RECEIVED
SEP 1 1942

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

September 5, 1942

POST OFFICE BUILDING
PORTLAND, OREGON

REFERRED TO
Passon
by Chief Engineer
Please make a
file in general

NOTED
U.S. Passon
SEP - 8 1942

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

For your files there is herewith enclosed a copy of the project statement as approved covering work on Oregon DA-WM-7, the Access Road to the Seven Devils Chrome Mine in Coos County.

When submitting the project agreement estimate, the P.S. & E. estimate as previously submitted should include the addition of the State force for bridges which we are submitting at $5,550 plus 10% engineering and contingencies, or $6,105. Also the amount of $2,700 for the first year's maintenance by the State Highway Department should be included.

With reference to your letter of August 28th, we are requesting wire advice as soon as approval is given to State force work on the bridges.

Very truly yours,

W. H. LYNCH
District Engineer

Encl.

Copy and memorandum given to Mr. Probert

RECEIVED
SEP 3 1942
STATE HIGHWAY COMMISSION

1-W

COPY

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

State Oregon

North Pacific Division
(Corps area or engineer division)

Seven Devils Chrome Mine
(Army reservation or defense industry site)

Project No. DA -WM-7

PROJECT STATEMENT
DEFENSE HIGHWAY ACT OF 1941

THE COMMISSIONER OF PUBLIC ROADS,
Washington, D. C.

Date June 13, 1942

Sir:

The Secretary of War having indicated that the construction or improvement of access roads to the Seven Devils Chrome Mine of the Krome Corporation is important to the national defense, the undersigned considers that the project described below as to general character of road work (including bridges thereon) and delineated as to location and termini in diagrammatic form on the accompanying sketch map, will provide a reasonable access road improvement for the above-named establishment, and recommends the construction thereof, under the provisions of the Defense Highway Act of 1941.

1. Description: Access road to the concentrating plant and chrome mine of the
(Local name of road and points of beginning and ending)
Chrome Corporation from U. S. Highway No. 101, approximately 5 miles north of Coquille, Oregon.

2. Length in miles 9.0 miles.

3. General character of improvement 3½ miles bulldozer graded road with gravel surfacing; 3 miles grade widening with bulldozer and gravel surfacing; 2½ miles some gravelling and repairing and strengthening several small bridges. Provision for 1 year's maintenance by State Highway Department.

4. Preliminary estimate of cost: Total, $

Right of way	$ 800
Constr. of brs.	71,500
1 yr. maint. by S.H.D.	2,700
	$ 75,000

Respectfully submitted,

W. H. LYNCH
District Engineer, P. R. A.

Approval recommended:

/s/ H. J. Wild
H. J. Wild
Colonel, Corps of Engineers,
Executive Assistant

* Corps area commander or his representative for stations under corps area control, U. S. Division Engineer for Industrial Establishments, and military stations exempt from corps area control.

16—24062-2 U. S. GOVERNMENT PRINTING OFFICE

August 26, 1942

Mr. W. E. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland, Oregon

Dear Sir:

We refer to our letter of July 17 concerning bridge repair work required on the county road leading to the Seven Devils Chrome Mine Access Road Project (Project DA-WM7). In that letter, we asked to have this repair work approved for performance by State forces with the understanding that the State would be reimbursed by the Federal Government for the full cost thereof.

Before undertaking this work, we would like some assurance that the State will receive reimbursement for the expense to be incurred.

Very truly yours,

R. H. Baldock
Chief Engineer

cc to C. S. Pawson
E. A. Collier

SHP:ER

RECEIVED
SEP 14 19
FOR FILING

107-WM 7

Sept. 10, 1942.

Mr. E.H. Lynch,
District Engineer,
Public Roads Administration,
P. O. Box 3900,
Portland, Ore.

Dear Sir:

I am advised by the Wis. States Power Company that they are building a power line to service the Krome Corporation Plant in Coos County, and that although they will not build on the right of way, they would like to follow the general direction of the road. For this reason they wish a blue print of the alignment map.

Will you please advise if furnishing them with an alignment map meets with your approval.

Yours very truly,

R. H. BALDOCK,
CHIEF ENGINEER.

MOUNTAIN STATES POWER COMPANY

Marshfield, Oregon
September 9,1942

Mr. H. C. Smith
Construction Engineer
Oregon State Highway Commission
Salem, Oregon

Dear Sir:

We are building a power line for the service of the Krome Corporation plant and wish to construct this line close to the access road which is being built. This power line, of course, will not be on the Highway right-of-way, but we would like to follow the general direction of the road. This access road is the one on which you recently let a contract to the True Mix Concrete Company and is from approximately the junction of Highway 101 and the North Bank road between Marshfield and Coquille. From this point the road runs more or less in a westward direction to the Krome Corporation's plant, a distance of approximately five miles.

In order to assist us in building this line, would you please send us a map of this access road for which either send us a bill or mail C.O.D.

Yours very truly,

MOUNTAIN STATES POWER COMPANY

C.H.Coe, Division Manager

CHC jk

RECEIVED
SEP 10 1942
OFFICE OF
ENGINEER

RECEIVED
SEP 4 1942
FOR FILING
27-WM 7

September 2, 1942

Public Roads Administration
Box 3900
Portland, Oregon

Gentlemen:

Subject: Access Road Project
DA-WM 7

On July 17, we submitted to you data concerning the reconstruction of four timber bridges on the county road leading from the Oregon Coast Highway (U. S. 101) along the north bank of the Coquille River to the point of beginning of the new road to the chrome plant. At that time, the location data was not in from the field, and it was thought that these four bridges were all of the structures in this county road section. We find, however, that the point of beginning of the new road to the chrome plant is further west and that an additional 19-foot span is included in the section which will be used. This structure is known as Bridge No. 11480. The deck, stringers, and caps are badly decayed, and it will be necessary to replace the entire superstructure. In replacing the superstructure, the roadway will be widened from the present 14-foot width to 20 feet. The widening will be in accordance with our Drawing No. 6531, copies of which were submitted to your office with the letter of July 17. We would ask authority to include this in the bridges to be rebuilt. The cost will be approximately $500, which can be included in the estimate already submitted.

Very truly yours,

R. H. Baldock
Chief Engineer

RHB CH
cc C. S. Powers

FORM S-1803X 2000 11-41

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN
PORTLAND
HURON W. CLOUGH, MEMBER
CANYONVILLE
HERMAN OLIVER, MEMBER
JOHN DAY

OREGON
STATE HIGHWAY COMMISSION

SALEM

R. H. BALDOCK, CHIEF ENGINEER
C. B. McCULLOUGH, ASS'T CHIEF ENGINEER
J. M. DEVERS, CHIEF COUNSEL
H. B. GLAISYER, SECRETARY

August 31, 1942

IN REPLY PLEASE
REFER TO FILE NO.

Mr. W. H. Lynch
District Engineer
Public Roads Administration
Post Office Box 3900
Portland, Oregon

Attention: Mr. T. M. Davis

Dear Sir:

We are enclosing herewith an original and two typed copies of an agreement by and between the State Highway Commission and the Coos County Court, relative to the Seven Devils Chrome Mine Access Road in Coos County; also, three copies of a standard form of resolution relative to encroachments and traffic. This is Federal Access Road Project No. DA-WM 7.

The County Court of Coos County refused to execute the standard form of agreement relative to maintenance and right of way, but under paragraph 11 of things to be done the county agrees to assume responsibility and jurisdiction after the road has been completed and agrees to maintain the said road in a condition suitable and adequate for the volume and kind of traffic which said road will serve.

Very truly yours,

R. H. BALDOCK
Chief Engineer

By Oscar Cutler

Oscar Cutler
Asst. Staff Engineer

OC:mw

Encl.

Mr. Nash

RECEIVED
AUG 29 1942
FOR FILING

STA-HM 7

August 28, 1942

Tru-Mix Concrete Company
248 McAndrews Road
Medford, Oregon

Gentlemen:

By express we are forwarding to you a fully executed copy of contract No. 2598 awarded to you on August 12, 1942, for grading and topping the Seven Devils Chrome Mine Access Road Project west of Coquille, in Coos County.

This copy is for your records and files.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

RECEIVED
AUG 21 1942
FOR FILING

LTA-WM 7.

Salem, Oregon
August 20,1942

Agreement with Coos County

Mr. H. G. Smith

CTA 706

We are handing you herewith one executed copy and two unexecuted copies of the agreement which was executed on August 5 between the State Highway Commission and the Coos County court relative to the use of a county owned gravel pit in connection with the surfacing of the Seven Devils Chrome Mine Access Road. One executed copy of this agreement has been forwarded to the Coos County court and Mr. Glaisyer has retained one copy for his files.

C. H. McCullough
Assistant Chief Engineer

JMcls

FORM E-20 50M 9-41

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

SALEM

August 17, 1942

Subject: Agreement with Coos County

To:

Mr. C. B. McCullough
Assistant Chief Engineer

I am handing you, herewith, a fully executed copy of the agreement between Coos County and the State of Oregon, relative to the use of a county-owned gravel pit in connection with the surfacing of the Seven Devils Chrome Mine Access Road, in Coos County.

This was signed by the Highway Commission on August 14, 1942. I have retained the original for the Commission's records and files, and have sent one copy to Coos County Court.

Secretary

HBG:MM

RECEIVED
AUG 14 1942
FOR FILING

DA-WM 7

August 13, 1942

Tru-Mix Concrete Company
248 McAndrews Road
Medford, Oregon

Gentlemen:

We are sending you today, by express, four copies of contract No. 2598 which was awarded to you on August 12, 1942, by the State Highway Commission covering 5.99 miles grading and topping on the Seven Devils Chrome Mine Access Road Project, west of Coquille, in Coos County.

Will you kindly execute all four copies of this contract as to agreement and bond and return them to this office for approval by the State Highway Commission. When this has been done a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the paragraph under Section 6 on page 15 of the printed General Provisions, relating to the Workmen's Compensation Act. You are expected to accept the terms of this Act and to carry on your work under this contract in strict conformance thereto.

Your attention is also called to the paragraph on the same page relating to the payment by the contractor of amounts due hospital associations, et cetera.

Very truly yours,
STATE HIGHWAY COMMISSION

By

AM Secretary

NOTED
D G. DeSart

RECEIVED
OCT 3 1942
FOR FILING

DA-WM 7

August 13, 1942

Ire-Mix Concrete Company
245 Mainstreet Road
Medford, Oregon

Gentlemen:

Confirming my telegram to you of this date, the State Highway Commission on August 12, 1942, awarded you the contract for 5.99 miles grading and topping on the Seven Devils Chrome Mine Access Road Project west of Grangeville, in Coos County. This award was based on your low bid of $34,034.60 submitted on July 23, 1942.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,
STATE HIGHWAY COMMISSION

By

AM Secretary

cc - S. K. Probert
cc - C. S. Paxson

Set completed

Charge to the account of _____ $ _____

CLASS OF SERVICE DESIRED			
DOMESTIC		CABLE	
TELEGRAM	X	ORDINARY	
DAY LETTER		URGENT RATE	
SERIAL		DEFERRED	
OVERNIGHT TELEGRAM		NIGHT LETTER	
SPECIAL SERVICE		SHIP RADIOGRAM	

Patrons should check class of service desired; otherwise the message will be transmitted as a telegram or ordinary cablegram.

WESTERN UNION

1217-B

A. N. WILLIAMS, PRESIDENT
NEWCOMB CARLTON, CHAIRMAN OF THE BOARD
J. C. WILLEVER, FIRST VICE-PRESIDENT

CHECK
ACCOUNTING INFORMATION
TIME FILED

Send the following telegram, subject to the terms on back hereof, which are hereby agreed to

WANT A REPLY?
"Answer by WESTERN UNION" or similar phrases may be included without charge.

SALEM OREGON AUGUST 13 1942

TRU-MIX CONCRETE COMPANY
248 McANDREWS ROAD
MEDFORD OREGON

STATE HIGHWAY COMMISSION AWARDED YOU ON AUGUST 12 CONTRACT FOR SEVEN DEVILS CHROME MINE ACCESS ROAD PROJECT, COOS COUNTY, BASED ON YOUR LOW BID SUBMITTED JULY 23, 1942. CONTRACT FORMS FOLLOW SHORTLY.

H B GLAISYER, SECRETARY
STATE HIGHWAY COMMISSION

RECEIVED
AUG 13 1942
FOR FILING

DA-WM 7

MONTANA
OREGON
WASHINGTON

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

August 12, 1942

POST OFFICE BUILDING
PORTLAND, OREGON

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to your wire of today advising all rights of way are acquired and requesting concurrence in award of contract to the Tru-Mix Concrete Company, Medford, Oregon, who submitted the low bid on July 23, 1942, for construction of Oregon DA-WM-7, the Access Road to the Seven Devils Chrome Mine.

We hereby concur in award of contract to the Tru-Mix Concrete Company of Medford, Oregon.

Very truly yours,

W. H. LYNCH
District Engineer

SCANNED

RECEIVED

AUG 7

Charge to the account of _____ $ _____

CLASS OF SERVICE DESIRED			
DOMESTIC		CABLE	
TELEGRAM	X	ORDINARY	
DAY LETTER		URGENT RATE	
SERIAL		DEFERRED	
OVERNIGHT TELEGRAM		NIGHT LETTER	
SPECIAL SERVICE		SHIP RADIOGRAM	

Patrons should check class of service desired; otherwise the message will be transmitted as a telegram or ordinary cablegram.

WESTERN UNION

1217-B

R. B. WHITE, PRESIDENT
NEWCOMB CARLTON, CHAIRMAN OF THE BOARD
J. C. WILLEVER, FIRST VICE-PRESIDENT

CHECK
ACCOUNTING INFORMATION
TIME FILED

Send the following telegram, subject to the terms on back hereof, which are hereby agreed to

SALEM, OREGON
AUGUST 12, 1942

W. H. LUSCH
DISTRICT ENGINEER
PUBLIC ROADS ADMINISTRATION
POST OFFICE BUILDING
PORTLAND, OREGON

REQUEST YOUR CONCURRENCE IN AWARD TODAY CONTRACT FOR SEVEN DEVILS CHROME MINE ACCESS ROAD PROJECT TO THE MIX CONCRETE COMPANY OF MEDFORD STOP ALL RIGHTS OF WAY ARE ACQUIRED

R. H. BALDOCK

RECEIVED
JUL 31 19
FOR FILING

DH-WPA 7

July 30, 1942

Honorable E. L. Peterson
County Judge
Sequilla, Oregon

Dear Sir:

In response to your communication of July 22, advise that the State Highway Department is merely the agent of the Federal Government in the building of the Chrome Mine Road in the Seven Devils region in Coos County.

We transmitted to you the request of the Federal Government that the county agree to maintain the road after a year's period to the satisfaction of the Federal Government and the State Highway Department. I advised the federal authorities of your views on this matter and will transmit a copy of your letter to them. While I am not authorized to say so, I believe that the Federal Government will accept your statement that the Coos County Court will maintain the road in a condition deemed satisfactory by the County Court itself.

Very truly yours,

R. H. Baldock
Chief Engineer

RHB:HI
cc Mr. W. H. Lynch

RECEIVED
JUL 23 1942
FOR FILING

DA-WM 7

July 22, 1942

Public Roads Administration
Box 3900
Portland, Oregon

Gentlemen:

Subject: Coquille Chrome Mine Project
Federal Aid Project No. Oregon DA-WM-7

We are enclosing an original and six copies of our application for a highway project preference rating to be used in securing materials necessary in construction of the above-named project. This application has been prepared in accordance with General Administrative Memorandum No. 148 and subsequent amendments thereto.

We trust that you will find it in order.

Very truly yours,

R. H. Baldock
Chief Engineer

SAS DH
Enclosure
cc C. A. Gardner

RECEIVED
JUL 28
FOR FILING

ACR-WN 7

July 17, 1942

Public Roads Administration
Box 3900
Portland, Oregon

Gentlemen:

Subject: Access Road Project
DA-WN 7

On July 14, we submitted to you data for the access road leading to the chrome plant in Coos County. The data submitted at that time did not include the repairing of four timber structures on the county road leading from the Oregon Coast Highway (U. S. 101) along the north bank of the Coquille River to the point of beginning of the new road to the chrome plant. In this section of county road are four structures listed as Bridges No. 11481 to 11484, inclusive. Because of the size of the stringers and decay in the material, these structures are not capable of carrying the loads which would be imposed on them. We therefore propose to strengthen and renew certain timber members in these structures. The proposed work is shown on our Drawings No. 7750 and 6531, and we are sending, under separate cover, five prints each of these two drawings. A detailed description of the proposed work is as follows:

Bridge No. 11481

This structure consists of a 17-foot span on pile bents. The superstructure--including caps, stringers, deck, and handrail--is from 10 to 50 per cent decayed and should be entirely replaced. We propose to replace this structure with a timber span in accordance with our Drawing No. 6531. The estimated cost is $350.

Bridge No. 11482

This structure consists of one 13-foot span, one 14-foot span, eleven 15-foot spans, and two 19-foot spans of timber pile trestle. The roadway width is 19 feet 2 inches between curbs. All of the spans, except the two 19-foot spans, are rated as H-15. The two 19-foot spans are rated H-12. The timber is 95 per cent sound, and we propose to strengthen the two 19-foot spans by adding two 6" x 14" stringers and four 4" x 14" stringers, which will bring the rating up to H-15. The estimated cost is $200.

Bridge No. 11483

This structure consists of one 12-foot span, one 13-foot span, one 15-foot span, two 17-foot spans, and one 18-foot span of pile trestle. The caps, stringers, deck, and handrail are from 20 to 30 per cent decayed and have a rating of only H-6. We propose to rebuild the structure, using the present piles in accordance with our Drawing No. 6531. The estimated cost is $2,300.

Bridge No. 11484

This structure consists of three 13-foot spans, forty-six 15-foot spans, and one 16-foot span of pile trestle and a 45-foot timber pony truss span over the tracks of the Southern Pacific Company. The material in the structure is only slightly decayed and is usable. The entire structure rates better than H-15 except for the stringers, which rate approximately H-13. We propose to strengthen the structure by placing additional 4" x 16" stringers. We will use five stringers in each span, except for the first two spans at the junction with U. S. 101 which have been widened out to make a better approach to the highway. These will require 8 additional stringers in the first span and 6 additional stringers in the second span. Because of the stringer spacing, it will also be necessary to use 6 additional stringers in the 3 panels of the 45-foot timber truss over the railroad tracks. The estimated cost of this reinforcement is $2,000.

The total cost of the reinforcement of all four bridges is $5,050 plus 10 per cent, or a total project cost of $5,500. Because of the difficulty of contracting this repair work, we propose

to do the work with our own forces and will ask that our cost be made reimbursable from the moneys set up for this access road project.

Very truly yours,

R. H. Baldock
Chief Engineer

CAP CM
cc J. E. Nash
S. B. Pearson

RECEIVED
JUL 14 1942
FOR FILING

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

POST OFFICE BUILDING
PORTLAND, OREGON

MONTANA
OREGON
WASHINGTON
DA-WM 7

July 10, 1942

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

P.S.& E. documents for Oregon Access Road Project DA-WM-7, to the Seven Devils Chrome Mine of the Krome Corporation, have today been recommended for approval, subject to final review and approval by the Commissioner of Public Roads. This is your authorization to advertise for bids.

Concurrence in award of contract must be withheld until the right of way is cleared.

Very truly yours,

W. H. LYNCH
District Engineer

Oregon State Highway Department

Federal Access Road
Project No. DA-WN 7

SALEM HILLS DRIVE ROAD

ACCESS ROAD PROJECT IN COOS COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, July 10, 1942

All Required		Preliminary Engineering		$ 700.00
All Required		Lands, Rights of Way, Easements		3,000.00
		CONSTRUCTION		
All Required		Clearing and Grubbing		$ 12,000.00
100	cu. yds.	Structural Excavation, Unclassified	$ 2.50	250.00
22,500	cu. yds.	General Excavation, Unclassified	.65	14,625.00
110	stas.	Grader Work	50.00	5,500.00
3.95	miles	Finishing Roadbed and Slopes	300.00	1,185.00
380	lin. ft.	12" Concrete Pipe	2.00	760.00
70	lin. ft.	18" Concrete Pipe	3.00	210.00
24	lin. ft.	24" Concrete Pipe	5.00	120.00
33	lin. ft.	42" Concrete Pipe	12.00	396.00
10.0	M-FBM	Wood Box Culverts	110.00	1,100.00
13,000	cu. yds.	Selected Roadbed Topping	1.00	13,000.00
37,000	yd. mi.	Hauling Roadbed Topping	.15	5,550.00
260	M-gals.	Sprinkling	2.50	650.00
650	cu. yds.	Filler	.50	325.00
650	yd. mi.	Hauling Filler	.20	130.00
			Subtotal	$ 55,801.00
			10% Engr. & Cont.	5,580.10
			Total	$ 61,381.10
		Length	5.987 miles	
		Cost per mile	$ 10,252.39	

Federal Access Road Funds Requested:

Preliminary Engineering	$ 700.00
Lands, Rights of Way, Easements	3,000.00
Roadwork	61,381.10
	$ 65,081.10

SEVEN DEVILS CHROME MINE ACCESS ROAD

PROJECT NO. DA-WM 7

While negotiations for rights of way are in progress, three parcels have not been acquired, nor has the right to occupy and use these parcels been secured, but it is now believed that all necessary rights of way can be made fully available within twelve days.

R. H. BALDOCK
Chief Engineer

By

S. H. Probert
Office Engineer

July 10, 1942

RECEIVED
JUL 10 1942
FOR FILING
DA-WM 7

July 9, 1942

Public Roads Administration
Box 9900
Portland, Oregon

Gentlemen:

Subject: Seven Devils Chrome Mine Access Road
Federal Aid Project No. DA-WM-7

We are enclosing an original and five copies of our application for a highway project preference rating to be used in securing materials necessary in construction of the above-named project. This application has been prepared in accordance with General Administrative Memorandum No. 148 and subsequent amendments thereto.

We trust you will find it in order.

Very truly yours,

R. H. Baldock
Chief Engineer

CAG DS
Enclosure
cc C. A. Gardner

33-1110 Shaniko Section
Sherman Highway 1942
#2599

RECEIVED
NOV 2 1942
FOR FILING

33-1110

October 31, 1942

General Casualty Company of America
Dooly and Company
Board of Trade Building
Portland, Oregon

Gentlemen:

You are hereby notified that State Highway contract No. 2599 for work on the Shaniko Section of the Sherman Highway, in Wasco County, has been completed by the contractor, Babler Brothers, and that final settlement in the amount of $782.35 will be made on or after November 10, 1942.

The State is not advised of any unpaid claims for labor or material or of the existence of any claims, debts, dues, or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

This notice is served upon you since you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total contract amount is $4,552.24 and that no force account work was performed therein. This contract was completed on September 8, 1942 and accepted by the Commission October 1, 1942.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

be

Form E-1—5M—4-42

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending Oct.1,1942, 19 — For Semi-Final

Section Shaniko — Kind of work Oiling

Highway Sherman — Section prefix 33-1110

Contractor Bahler Bros. — Contract number 2529

Date of contract Aug.14,1942, 19 — Date of completion Sept.15,1942, 19

Date work started Aug.21,1942, 19 — Estimated date of completion Sept.8,1942, 19

Amount of contract . . . . . $ 4500.00 — Per cent of time elapsed 90.6 %

Estimated cost of completed project, exclusive of engineering . . . . . $ 4552.24

Per cent of contract completed, based on total contract price . . . . . 100 %

Engineering cost to date, $ 170.00, 4.5 % — Date project was completed Sept.8,1942, 19

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

XXX Oiling was started Aug.22nd and finished Aug.23rd and the Grade E-Asphalt left was barrelled.The road was then maintained by brooming and brushing as needed and was completed Sept.8th.

RECEIVED
OCT 7 - 1942
OFFICE OF ENGINEER

NOTED
E. M. B.

Signed A. L. Hedges

Address Madras Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project				1.14	
Miles partially completed					
Miles completed				1.14	
Total estimated quantities				732	
Estimated quantities moved or placed to date				732	
Average daily quantities				366	
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

..... County, ...%; ..... County,.....%; ..... County, ...%; ..... County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ....., Power graders ....., Rollers ....., Mixers ....., Crushing or screening plants.....

Compressors ....., Bulldozers ....., Sheep-foot rollers ....., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

STATE PRINTING DEPT.

RECEIVED
AUG 29 1942
FOR FILING

33-1110

August 28, 1942

Bahler Brothers
4617 S. E. Milwaukie Avenue
Portland, Oregon

Gentlemen:

By express we are forwarding to you a fully executed copy of contract No. 2599 awarded to you on August 14, 1942, for 1.14 miles oiling on the Shaniko Section of the Sherman Highway, in Wasco County.

This copy is for your records and files.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

[redacted]

RECEIVED
AUG 29 1942
FOR FILING

F3-1110

August 28, 1942

General Casualty Company of America
Dooly and Company, Agents
Board of Trade Building
Portland, Oregon

Gentlemen:

We are sending to you today by express a fully executed copy of contract No. 2599 which was awarded to Babler Brothers on August 14, 1942, for 1.14 miles oiling on the Shaniko Section of the Sherman Highway, in Wasco County.

This copy is being sent to you since you appear as surety on the bond and is for your records and files.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

[redacted]

RECEIVED
AUG 15 1942
FOR FILING

23-1110

August 15, 1942

Bahler Brothers
4617 S. E. Milwaukie Avenue
Portland, Oregon

Gentlemen:

We are sending you today, by express, four copies of contract No. 2599 which was awarded to you on August 14, 1942, by the State Highway Commission covering the oiling of the Shanike Section of the Sherman Highway, in Wasco County.

Will you kindly execute all four copies of this contract as to agreement and bond and return them to this office for approval by the State Highway Commission. When this has been done a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the paragraph under Section 6, Page 15 of the printed General Provision, relating to the Workmen's Compensation Act. You are expected to accept the terms of this Act and to carry on your work under this contract in strict conformance thereto.

Your attention is also called to the paragraph on the same page relating to the payment by the contractor of amounts due hospital association, et cetera.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

BM

NOTED
D.G. DeSart

RECEIVED
AUG 15 1942
FOR FILING

33-1110

August 15, 1942

Babler Brothers
4617 S. E. Milwaukie Avenue
Portland, Oregon

Gentlemen:

The State Highway Commission, on August 14, 1942, awarded you the contract for oiling the Shaniko Section of the Sherman Highway, in Wasco County. This award was based on your low bid of $4,900.00 submitted on that date.

Contract forms will be sent to you for execution within a few days.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

MM

cc - S. E. Probert
G. S. Paxson

NOTED
D. C. DeSart

23-4207 Dead Ox Flat-Cairo Junct. Rock Prod.
Old Oregon Trail & Central Ore.Hwys.

#2600 1942

RECEIVED
JAN 10 1944
FOR FILING

23-4807

January 8, 1944

United Pacific Insurance Co.
Earl Blackaby, Agent
400 Exchange Building
Seattle, Washington

Gentlemen:

You are hereby notified that state highway contract No. 2600 for work on the Dead Ox Flat-Caire Junction Section of the Old Oregon Trail & Central Oregon Highways in Malheur County, has been completed by the contractor, Chester T. Lackey, and that final payment in the amount of $496.91 will be made on or after January 18, 1944.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues, or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

For your information we wish to advise that the total contract amount is $27,479.08 and that no force account work was performed therein. This contract was completed on October 16, 1943, and accepted by the Commission on December 23, 1943.

This notice is served upon you since you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

NOTED
RUTH SMITH

Secretary

RP

RECEIVED
JAN 7 1944
FOR FILING

23-1007

January 3, 1944

Mr. Chester T. Lackey
Ontario, Oregon

Dear Sir:

The State Highway Commission, at its meeting on December 23, 1943, granted you the extension of time requested, from April 30, 1943 to October 16, 1943, without penalty, in connection with contract No. 2600 for the Dead Ox Flat-Cairo Junction Rock Production Project on the Old Oregon Trail and Central Oregon Highway in Malheur County.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

AO

cc - Paul Van Scoy

Form E-1—634—4-41

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

No. 21

For Week Ending Sept. 18, 1943, 19

Section Dead Ox Flatt - Cairo Junction

Kind of work Rock Production

Highway Old Oregon Trail

Section prefix 23-4207

Contractor Chester T. Lackey

Contract number 2600

Date of contract August 27, 19 42

Date of completion April 30, 19 43

Date work started March 13, 1943

Estimated date of completion Sept 25, 19 43

Amount of contract . . . . . $ 25,000

Per cent of time elapsed 100+ %

Estimated cost of completed project, exclusive of engineering . . . . . $ 28,000

Per cent of contract completed, based on total contract price . . . . . 100 %

Engineering cost to date, $ 1530.00, %

Date project was completed 10-16-43 19

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

The contractor is thru crushing on this project and as soon as the stockpiles are leveled up so that they can be remaesured the contract will be completed.

All the piles on this job except three are measured and finaled out.

RECEIVED
SEP 21 1943

Signed L. Flindsay

Address La Grande, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities			10,500		
Estimated quantities moved or placed to date			10,500		
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day			1		
Hours per shift			8		
Average force on project for week			5		

Percentages of men employed on contract to be secured from:

..... County, ...%; ..... County, ...%; ..... County, ...%; ..... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels 1, Power graders ....., Rollers ....., Mixers ....., Crushing or screening plants 1.....

Compressors ....., Bulldozers 1, Sheet-foot rollers ....., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Weather fair all	week.	Crushing completed on Tuesday.
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

STATE PRINTING DEPT.

RECEIVED
SEP 24 1942
FOR FILING
23-4207

September 23, 1942

Mr. Chester T. Lackey
Box 60
Ontario, Oregon

Dear Sir:

We are sending you today by express a fully executed copy of Contract No. 2600, for the Dead Ox Flat-Cairo Junction Rock Production Project, on the Old Oregon Trail and Central Oregon Highways, in Malheur County, which was awarded to you on August 27, 1942. This copy is for your records and files.

I am also sending an executed copy to the surety on your bond.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

MS

FOR FILING

September 23, 1942

United Pacific Insurance Company
400 Exchange Building
Seattle, Washington

Attention Geo. W. Bourke, Jr., Special Agent
Fidelity & Surety Department

Gentlemen:

We are sending you today by express a fully executed copy of contract No. 2600, for the Dead Ox Flat-Cairo Junction Rock Production Project, on the Old Oregon Trail and Central Oregon Highways, in Malheur County, which was awarded to Chester T. Lackey on August 27, 1942.

This is for your records and files.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

RS

RECEIVED
AUG 28 1942
FOR FILING

23-4207

August 28, 1942

Mr. Chester T. Lackey
Box 60
Ontario, Oregon

Dear Sir:

We are sending you today, by express, four copies of contract No. 2600 which was awarded to you on August 27, 1942, by the State Highway Commission covering the Dead Ox Flat-Cairo Junction Rock Production Project on the Old Oregon Trail and Central Oregon Highways, in Malheur County.

Will you kindly execute all four copies of this contract as to agreement and bond and return them to this office for approval by the State Highway Commission. When this has been done a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the paragraph under Section 6, Page 15, of the printed General Provision, relating to the Workmen's Compensation Act. You are expected to accept the terms of this Act and to carry on your work under this contract in strict conformance thereto.

Your attention is also called to the paragraph on the same page relating to the payment by the contractor of amounts due hospital association, et cetera.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

MM

RECEIVED
AUG 28 1942
FOR FILING

23-4207

August 28, 1942

Mr. Chester T. Lackey
Ontario, Oregon

Dear Sir:

The State Highway Commission, on August 27, 1942, awarded you the contract for the Dead Ox Flat-Cairo Junction Rock Production Project on the Old Oregon Trail and Central Oregon Highways, in Malheur County. This award was based on your low bid of $25,000, submitted on that date.

Contract forms will be sent to you for execution within a few days.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

cc - S. H. Probert

G. S. Pexson

8-4204 Port Orford Rock Production
Oregon Coast Highway 1942

#2601

R. H. Baldock

June 25th, 1943

FINAL COST ANALYSIS

Johnson Creek-Hubbard Creek & Hubbard Creek-Euchre Creek Sections — Oregon Coast Highway

Contract #2601 — Port Orford Rock Production — Prefix #3-4204

A. H. Sexton & Son, Contractors

C. C. Gull, Resident Engineer

8-4-2-4

Item	Cost	Quantity	Unit	Unit Cost	Unit Bid	Gross Revenue
Johnson Creek-Hubbard Creek Section						
3/4"-½" Cr. Gravel in S.P.	$7,535.54	8,372.6	Cu. Yd.	$0.89	$1.60	$13,396.16
½"-¼" " " " "	6,672.87	7,414.3	" "	0.89	1.60	11,862.88
¼"-0 " " " "	2,527.65	2,808.5	" "	0.89	1.60	4,493.60
Haul Cr. Gravel, Pile Measure	16,471.81	146,885	Yd. Mi.	0.112	0.09	13,219.65
Hubbard Creek-Euchre Creek Section						
3/4"-½" Cr. Gravel in S.P.	2,547.72	2,830.8	Cu. Yd.	0.89	1.60	4,529.28
½"-¼" " " " "	2,118.60	2,354.0	" "	0.89	1.60	3,766.40
¼"-0 " " " "	1,058.49	1,176.1	" "	0.89	1.60	1,881.76
Haul Cr. Gravel, Pile Measure	5,718.80	50,988.1	Yd. Mi.	0.112	0.12	6,118.57
S.P. Screen Rejects	305.90	12,236	Cu. Yd.	0.25	0.25	305.90
	$44,730.04					$59,574.20

Gross Revenue	$59,574.20
Total Cost	44,730.04
Net Profit	$14,844.16

Net Profit Equals 24.9% of Gross Revenue

NOTED State Highway Engineer

Detail of Cost

Labor:

Supervision	$1,765.00	
Labor	13,378.96	
State Industrial Accident Insurance	757.21	
Social Security & Unemployment Insurance	605.76	
		$16,506.95

Equipment Rental & Misc. Supplies:

Equipment Rental, including repairs	$10,784.50	
Hired Trucks, including gas, oil, grease & drivers	8,801.63	
Gas, Oil & Grease	4,117.00	
Lumber	742.55	
Nails, Bolts etc.	64.57	
Screen Cloth	271.74	
Wire Rope	337.11	
Small Tools & Misc. Supplies	758.59	
Insurance	97.15	
Bond	426.85	
Freight	64.13	
Office Expense	175.42	
Overhead	475.00	
P.U.C. Fees	106.85	
Supervision by A. L. Saxton (Not shown on payroll)	1,000.00	
		28,223.09

T o t a l $44,730.04

Breakdown of Crushing Costs

Item	Quantity	Cost	Unit Cost
Move In & Set Up	24,956.3 Cu. Yd.	$2,994.87	$0.120 Cu. Yd.
Drag to Crusher	" " "	3,694.50	0.148 " "
Crush	" " "	13,511.97	0.541 " "
Stockpile	" " "	2,338.09	0.094 " "
Less Screen Rejects 1,223.6 Cu. Yd. at $0.25		- 305.90	- 0.012 " "
Sub-Total Cost, exclusive of Haul		$22,233.53	$0.89
Haul to Stockpile Average 7.9 Miles Haul	197,873.1 Yd. Mi.	$22,190.61	$0.112 Yd. Mi.

Sizes and Quantities of Crushed Gravel Produced

3/4" - ½" Crushed Gravel	11,203.4 Cu. Yd.
½" - ¼" " "	9,768.3 " "
¼" - 0 " "	3,984.6 " "
Screen Rejects	1,223.6 " "

Average Production

Amount of Material Crushed	24,956.3 Cu. Yd.
Hours Operated	810
Average Production	30.8 Cu. Yd. per Hour

Port Orford Rock Production

Remarks:

This contract was bid and awarded August 27th, 1942. The contractor began the erection of his plant September 14th, 1942, began crushing October 7th, 1942, and completed the project January 10th, 1943.

The contractor moved in from Lebanon, Oregon, and set up his crushing plant consisting of a 15" x 36" jaw crusher, one 2'4" Traylor crusher, one 1'8" Telesmith, one 3' x 8' single-deck Simplicity screen, one 3' x 10' triple-deck Simplicity screen, powered with one 120 h.p. Cummings diesel motor and three PD-40 diesel motors. A dragline powered with a PD-40 motor was used to haul material to the crusher. The contractor used his own trucks for hauling, supplemented with rented trucks as needed.

Material was obtained from a state-owned pit located 0.75 mile easterly from the Oregon Coast Highway at Mile Post 315.94. Due to the fact that material could not be obtained at the sources originally proposed, the amounts of materials in the stockpiles were shifted so as to allow the contractor to crush the full amount from one set-up. This shifting of stockpile quantities resulted in a heavy increase in yard miles of haul.

Due to the inability of the contractor to obtain qualified stockpile men, it was impossible to properly shape the stockpiles. Piles were bulked considerably, and the job showed a small overrun.

The contractor had fairly good bid prices, crushed his material at a low cost and realized a very good profit.

E. H. Clymer
Cost Analyst

By . . . C. E. Paulsen

RECEIVED
APR 2 0 1943

8-4204

April 29, 1943

Maryland Casualty Company
Chas. A. Mansfield, Agent
Lewis Building
Portland, Oregon

Gentlemen:

You are hereby notified that state highway contract No. 2601 for work on the Port Orford Rock Production Project on the Oregon Coast Highway in Coos and Curry County, has been completed by the contractor, A. M. Saxton & Son, and that final payment, in the amount of $1,787.23, will be made on or after May 10, 1943.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues, or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

For your information we wish to advise that the total contract amount is $59,574.20, and that no force account work was performed therein. This contract was completed on January 11, 1943, but has not yet been accepted by the Commission by formal action.

This notice is served upon you since you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

MS

NOTED
A. L. MONSON

RECEIVED
APR 22 1943
FOR FILING

8-4204

April 21, 1943

Maryland Casualty Company
Chas. A. Mansfield, Agent
Lewis Building
Portland, Oregon

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to A. H. Sexton & Son, on contract No. 2601, covering the Port Orford Rock Production Project on the Oregon Coast Highway in Coos and Curry Counties.

This payment, in the amount of $7,114.42, will be made on or after May 1, 1943. The retained percentage is $1,787.23.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

Kindly acknowledge receipt of this letter.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

RS

NOTED
A. L. MONSON

Form E-1—OSC—4-42

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending Apr. 17, 1943, 19

Section Port Orford Rock Production

Kind of work Crushed Gravel in Stockpiles

Highway Oregon Coast

Section prefix 8 - 4204

Contractor A. H. Saxton & Son

Contract number 2601

Date of contract Aug. 27th, 1942, 19

Date of completion Mar. 31, 1943, 19

Date work started Sept 14, 1942, 19

Estimated date of completion Jan. 1th, 1943, 19

Amount of contract . . . . . $ 53,460.00

Per cent of time elapsed 64 %

Estimated cost of completed project, exclusive of engineering . . . . . $ 60,202.00

Per cent of contract completed, based on total contract price . . . . . 100 %

Engineering cost to date, $ 1670.00, 3.12 %

Date project was completed Jan. 11th, 1943, 19

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Party in the field one day this week, make survey of grounds used by the contractor as plant site and of additional grounds for future use as plant site or stockpiling.

Semi-final estimate sent in this week.

RECEIVED
APR 19 1943
OFFICE OF ENGINEER

Signed C. C. Gall,

Address Marshfield, Ore.

NOTED
E. M.

Send original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities			24,956		
Estimated quantities moved or placed to date			All		
Average daily quantities					
Average daily quantities necessary to complete project on time			Completed		
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

..... County, ...%; ..... County,.....%; ..... County, ...%; ..... County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ....., Power graders ....., Rollers ....., Mixers ....., Crushing or screening plants.....

Compressors ....., Bulldozers ....., Sheep-foot rollers ....., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Fair		
Monday	"		
Tuesday	"		
Wednesday	"		
Thursday	Cloudy		
Friday	"		
Saturday	"		

STATE PRINTING DEPT.

RECEIVED
APR 14 1943

8-4204

April 13, 1943

Maryland Casualty Company
210 Sansome Street
San Francisco, California

Attention: W. G. Kelso, Manager, Bonding Dept.

Gentlemen:

In reply to your inquiry of April 9, re A. M. Sarten & Son, wish to say that our records disclose that the $4,009.50 mentioned in your letter is a correct representation of the amount of the retained percentage held by the state in connection with contract No. 2601.

This amount is the retained percentage shown on Estimate No. 4 of this job, covering work performed up to January 11, 1943, and is the latest information available in this office.

Very truly yours,

HBG:AM

Secretary

$4,009.50 represents the amount of the retained percentage, as shown on Estimate No. 4 for work performed to January 11, 1943. Estimate No. 4 is the last one on record in Mr. Rhoades' office

OMPANY
ARD

ANSWERED
H. B. GLAISYER

[redacted] & Sons
Corvallis, Oregon

Gentlemen:

In a financial statement filed with us as of March 15th, A. H. Saxton & Sons claimed to have due from the State of Oregon the sum of $4,009.50 in connection with uncompleted contract No. 2601.

Can you verify that as being a correct showing? Please use the enclosed envelope which requires no postage, for your response.

Very truly yours,

W. G. KELSO, MANAGER
BONDING DEPARTMENT

WGK/jl

REFERRED TO
[redacted]
BY SECRETARY

RECEIVED
APR 12 1943
STATE HIGHWAY COMMISSION

MARYLAND CASUALTY COMPANY

STEWART McDONALD, CHAIRMAN OF THE BOARD
EDWARD J. SOND, JR., PRESIDENT

SAN FRANCISCO OFFICE
210 SANSOME STREET, SAN FRANCISCO
EXBROOK 4191
SAM L. WEBSTER, RESIDENT VICE-PRESIDENT
D. C. SEAGER, ASST. RESIDENT MANAGER
W. G. KELSO, MANAGER BONDING DEPT.

April 9th, 1943

State Highway Department
State of Oregon
Salem, Oregon

ANSWERED
H. B. GLAISYER

Re: A. H. Saxton & Sons
Corvallis, Oregon

Gentlemen:

In a financial statement filed with us as of March 15th, A. H. Saxton & Sons claimed to have due from the State of Oregon the sum of $4,009.50 in connection with uncompleted contract No. 2601.

Can you verify that as being a correct showing? Please use the enclosed envelope which requires no postage, for your response.

Very truly yours,

W. G. KELSO, MANAGER
BONDING DEPARTMENT

WGK/jl

REFERRED TO
BY SECRETARY

RECEIVED
APR 12 1943
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JAN 4 1943
FOR FILING

8-4204

Jan. 2, 1943

Mr. W. H. Lynch,
District Engineer,
Public Roads Administration,
P. O. Box 3900,
Portland, Ore.

Dear Sir:

Please find enclosed a PD-1A application for an A-1-j preference rating required by A. H. Saxton and Son to purchase repair parts for a simplicity screen.

This screen is used in the production of crushed rock on the Port Orford Section of the Coast Highway. U. S. Route No. 101.

Very truly yours,

R. H. BALDOCK,
CHIEF ENGINEER.

RECEIVED
JAN 6 1943
FOR FILING

8-4204

A. H. SAXTON

(R) 12/18/62

December 29, 1942

Cross Reference to
Const
R/W
Engr Plts

A. H. Saxton & Son
Highway Contractors
Port Orford, Oregon

Gentlemen:

In accordance with previous correspondence, we are submitting herewith a bill for $18.69, covering royalty charge on gravel taken by you from the state-owned Elk River gravel deposit in Curry County and sold to J. F. Kramamberg, for use on a road giving access to certain county-owned timber land.

The County Court of Curry County has obtained authority from the Highway Commission to take gravel from the above-mentioned gravel deposit for use on the above-mentioned road. If the County Court should desire to have you load and haul the materials for it, we will make no objection to your doing so. In that event, however, payment of the royalty must be made to us by the County. No gravel is to be taken for sale to any parties other than the County.

Please let us have your check for the $18.69 called for by the enclosed invoice.

Very truly yours,

R. H. BALDOCK
Chief Engineer

By

S. H. Probert
Office Engineer

SHP:ER

Encl.

A. H. SAXTON
&
SON

Port Orford, Ore.
Dec. 15, 1942

Oregon State Highway Comm.,
Salem,
Oregon.

ATTENTION: S. H. Probert

Dear sir,

This is in reply to your letter of November 5th referring to the removal of gravel from the state property on Elk River in Curry County. We extend our apology about the delay in replying.

As to the report you received about the above matter, we must say the information was correct only in regard to the removal of the material. We did deliver a total of 623 cu. yds. of pit run gravel to a road used for the transportation of vital war materials; which is a combination county and private logging road. There was urgent need for the surfacing of the road at this time as it would have been impassable after the first rains.

We are familiar with the rules governing the sale of rock from state owned property to individuals and counties, so we are in debt to the state for the royalty, which at the state rate of $.03 per cu. yd. would amount to $18.69.

We are hoping this will clear up the matter to the satisfaction of your department.

Respectfully,

A. H. Saxton & Son

By A. H. Saxton

2601
2-43-4

Kronenberg

623 yds. check with copy of bill
sent in by Kronenberg

December 28, 1942

County Court of Curry County
Gold Beach, Oregon

Attention Hon. A. H. Bayne, County Judge

Gentlemen:

The State Highway Commission, at its last meeting, had under discussion your letter of recent date with reference to the securing of bar-run or waste gravel from the state-owned gravel bar in Elk River, which property is now being operated by contractor A. H. Upshaw & Son as a source of materials that are being stockpiled for maintenance purposes.

The Commission notes that you wish to obtain this gravel in behalf of Mr. J. F. Kronemberg, Sunset, who is now constructing an access road to certain county-owned timber lands, and that the gravel is to be used for surfacing this road, a portion of which is an old county road.

The Highway Commission has a policy of long standing which will not permit the use of state-owned property or the taking of materials from the same by private parties, but does permit the taking of such materials by county courts for use in connection with county road construction, under certain conditions. The Commission understands that the road which is being built by Mr. Kronemberg is a county road and in view thereof the Commission is willing to enter into an arrangement with the County Court of Curry County for the securing of gravel from the state's gravel pit for the improvement thereof, but is not willing to enter into such an arrangement with Mr. Kronemberg as that would be a deviation from the Commission's policy and would establish an undesirable precedent.

The Commission is not particularly concerned as to who hauls the materials for the county so the county court is at liberty to make its own arrangements with respect thereto.

The Commission feels, however, that the state should be paid 3 cents per cubic yard for all materials taken, and, under the approved arrangement, will look to the county court for the payment of such sum.

As to payment for the gravel that has already been taken by Mr. Ivenenberg from this pit without authority from the State Highway Commission, which totals 623 cubic yards, we are today billing the contractor, A. E. Staten & Son, in the amount of $16.69, which is at the rate of 3 cents per cubic yard. A copy of my letter to Mr. Ivenenberg is inclosed for your information.

The Highway Commission wishes to confine its dealings for the use of this pit with the county court so that it will look for payment for the materials taken, so if Mr. Ivenenberg wishes additional materials he will have to arrange for the same with your Honorable Body. A carefull record of the materials taken should be kept so an accurate accounting can be made.

This arrangement is limited to materials that are needed for the improvement of the county road which Mr. Ivenenberg is now constructing. Should the county desire materials for some other project, that would have to be subject to another arrangement between the county court and the Commission.

Very truly yours,

E.V.No.AH Secretary

December 28, 1942

Mr. J. F. Kronenberg
Bandon, Oregon

Dear Sir:

Reference is made to your letter of December 8, 1942, in regard to the taking of gravel from a state-owned gravel bar in Elk River.

This matter had the attention of the State Highway Commission at its last meeting at which time the Commission confirmed its established policy with respect to allowing private parties to obtain materials from state-owned property. Your request, therefore, for permission for you personally to secure gravel from this source was refused. However, the Commission offered no objections to the County Court of Curry County obtaining materials from the state's property for use on the road which you are building, provided the county would pay a reasonable sum for the privilege, which was set at 3 cents per cubic yard.

The Highway Commission is not particularly interested in who does the hauling for the county but insists that its dealings with respect to the taking of the gravel must be with the county court in order to avoid deviation from the policy that is of long standing and the establishment of an undesirable precedent.

As to the gravel that you have already obtained from the state's property without authority from the State Highway Commission, the Highway Commission is billing the contractor, A. H. Saxton & Son, for the same in the amount of $18.69 which is at the rate of 3 cents per cubic yard for 623 cubic yards taken.

Should you desire additional gravel from this source for use on the county road, you will have to make arrangements with the county court for the same and pay the county court for the cost thereof. The Highway Commission will collect the cost from the county.

Very truly yours,

Secretary

HHeMi

BANDO[illegible]EGON,

December 8, 1942

AGENDA
DEC 18 1942
1-k

Mr. R. H. Baldock, Chief Engineer
State Highway Commission
Salem, Oregon

Dear Sir:

The County Court of Curry County at their regular session on Wednesday, December 2nd, approved a resolution to request the Highway Department for gravel from the Elk River bar in accordance with our conversation of last month.

I am enclosing a statement from A. H. Saxton, showing yardage hauled on the roads covered by the request of Curry County.

Will you kindly advise me at your earliest convenience if the matter in question is covered by the request from the County and the information furnished herewith.

As you know, it is my desire that this matter be satisfactorily settled in every way.

Very truly yours,

J. F. Kronenberg

JFK:ir
Enc.

REFERRED TO
12/13
By Asst. Chief Engr.

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DEC 11 1942
[illegible]ION

M

--COPY--

A. H. SAXTON & SON

ACCOUNT

J. F. Kronenberg

Bandon, Oregon

Hauling and furnishing pit run gravel for logging road.

October 18, 1942			
71 loads, 4 cu. yds. each	284 cu. yds.		
9 " , 3 " " "	27 " "		
	311 cu. yds. at $1.15		$357.65
October 24,			
26 loads, 4 cu. yds. each	104 cu. yds. at $1.15		$119.60
52 " , 4 " " "	208 " " at 1.30		270.40
	Total due		$747.65

that said J. F. Kronenberg will pay any and all royalties charged by the State, if such are in order. Although Kronenberg is building this road and improving the old County Road, the benefit will accrue to the County and is for County use and

Oregon State Highway Commission
Salem
Oregon

Attention: Mr. R. H. Baldock, Chief Engineer

Dear Sir:

This letter is in reference to our request for bar run or waste gravel from the State owned pit on Elk River in Curry County, Oregon, now being operated by Saxton & Sons, as a source of stockpile replacement.

Curry County is the owner of lands in Sections 16 and 17, Township 31 South, Range 15 West of the Willamette Meridian, and certain roads or road formerly the original County Road, a portion of which is now being reopened as an access road to said property by J. F. Kronenberg of Bandon, Oregon. A portion of this road is solid enough to stand gravel surfacing and it is our desire that such portions be surfaced with gravel.

We are making this request with the understanding that said J. F. Kronenberg will pay any and all royalties charged by the State, if such are in order. Although Kronenberg is building this road and improving the old County Road, the benefit will accrue to the County and is for County use and access to County property.

Any gravel that may have been hauled in the past has been placed on said access road and it appears possible that additional gravel will be necessary.

Very truly yours,

COUNTY COURT OF CURRY COUNTY

By A. H. Boice
County Judge

RECEIVED
JUL 1 1942
STATE HIGHWAY COMMISSION

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FOR FILING
8-4204

November 6, 1942

Honorable Earl Snell
Secretary of State
C a p i t o l

Dear Mr. Snell:

Supplementing my letter of November 4, 1942, relative to the sale by A. H. Saxton, a highway contractor, of gravel from a state-owned quarry in Curry County, I am inclosing for your further information a copy of a letter that has been directed to the contractor relative thereto.

Very truly yours,

HHMcAM

Secretary

November 5, 1942

A. H. Sexton & Son
Highway Contractors
Fort Orford, Oregon

Gentlemen:

Information has come to us to the effect that you have sold or are selling, to others than the Highway Department, gravel taken from the State-owned deposit in which you are operating under Contract No. 2601.

As you must be aware of the fact that you have no right to take gravel from State property, either for your own use or for sale, without first making arrangements with the Highway Department for such use or sale, and as your contract specifically covers that point (See Article [illegible] of the contract), we do not understand why you have proceeded as this information indicates. Please, therefore, advise us immediately and fully. In the meantime, and unless and until we instruct you otherwise, take no more gravel from our property, except as required and permitted under the terms of your contract.

Please include in your reply a complete statement of the quantities taken and the names of the parties to whom the materials were sold.

Very truly yours,

S. H. BALDOCK
Chief Engineer

By

S. H. Probert
Office Engineer

SHP:ER

cc to A. H. Sexton & Son
Corvallis, Oregon
H. C. Smith
K. D. Lytle
C. C. Call

November 4, 1942

Honorable Earl Snell
Secretary of State
Capitol Building
Salem, Oregon

Dear Mr. Snell:

I am returning to you herewith your copy of a letter from C. M. Sauers to Ormond R. Bean, Public Utilities Commissioner, in which it is alleged that A. M. Saxton, highway contractor, has been delivering gravel from the state-owned quarry that he is operating under a state contract, to J. F. Kronenberg, Bandon.

Mr. Kronenberg is quoted as saying that the delivery of this material was approved by Mr. R. H. Baldock, State Highway Engineer, in order to facilitate the delivery of timbers for state highway use.

I have discussed this matter with Mr. Baldock, who advises me that he recalls no conversation with Mr. Kronenburg on such subject. Furthermore, a check by him reveals that no order for timbers, whatsoever, has been placed with Mr. Kronenburg for state use. He has no knowledge at all of such an arrangement and is at a loss to know why his name was mentioned.

According to the state highway specifications it is strictly contrary for a highway contractor to sell materials taken from any state-owned source, except by special advance arrangement and then the privilege is not extended to private parties, it being restricted to counties and municipalities. If Mr. Saxton has been delivering materials to Mr. Kronenburg as stated, he has been violating the provisions of the specifications. A letter has gone forward to him today calling his attention to the matter and ordering him to desist immediately from the furnishing of additional materials to Mr. Kronenburg.

I trust that the above information will provide you with sufficient information for a reply. Should you desire additional information I shall be pleased to furnish it upon request.

Thanking you kindly for bringing this to our attention, I remain

Respectfully yours,

Secretary

HBG:RS

EARL SNELL
SECRETARY OF STATE
SALEM, OREGON

November 2, 1942

Mr. H.B. Glaisyer, Secretary
Oregon State Highway Commission
State Office Building

Dear Mr. Glaisyer:

I have received the enclosed copy of a letter addressed to Mr. Ormand R. Bean, Public Utilities Commissioner, and I have been asked to advise if it is within the jurisdiction of the Highway Department to dispense state-owned gravel to private interests.

I should appreciate very much receiving a memorandum that would be helpful in replying to the inquiry.

Sincerely yours,

Secretary of State

S:KP
encl

RECEIVED

ORMOND R. BEAN
COMMISSIONER
FRANKLIN L. DAVIS
ASSISTANT COMMISSIONER
RALPH H. MITCHELL
SECRETARY

PUBLIC UTILITIES COMMISSIONER OF OREGON

SALEM, OREGON

October 31, 1942

ADDRESS ALL COMMUNICATIONS TO THE COMMISSIONER AND IN REPLY REFER TO FILE NO. AF-17885-4

Mr. C. M. Sauers
Port Orford Sand & Gravel Company
Port Orford, Oregon

Re: A. H. Saxton

Dear Mr. Sauers:

We acknowledge receipt of your letter of October 22 regarding a supply of gravel which was transported by motor vehicle equipment owned by A. H. Saxton, also a motor truck which we understand is owned by Curry County.

A. H. Saxton, whose address is Corvallis, Oregon, was issued on March 3, 1941 special carrier permit number 17885-4 authorizing the operation of motor vehicles equipped with dump bodies, commonly known as sand and gravel trucks and used exclusively in connection with highway and/or construction projects, which permit presently lists three motor vehicles to be engaged in this type of service. Mr. Saxton also holds a permit authorizing the operation of a trailer as a private carrier. Under this authority the transportation of gravel over the public highways is authorized.

Under the provisions of the Motor Transportation Act vehicles owned and operated by any county, or any department thereof, are exempt from regulation by the Public Utilities Commissioner.

It therefore appears that the vehicles operated by Mr. Saxton and the vehicle owned by the county authorities and used in the transportation of gravel over the Oregon highways are in accordance with and not in violation of the Oregon Motor Transportation Act.

The other matters referred to in your letter are not under the jurisdiction of the Public Utilities Commissioner.

Yours very truly,

ORMOND R. BEAN
Commissioner of Public Utilities
of Oregon

By A. F. Harvey
Supt. of Transportation—Motors

AFH:VF

ccs: Mr. Earl Small
Highway Commission

NOTED
H. B. GLAISYER

NOTED
State Highway Engineer

REFERRED TO
BY SECRETARY

REFERRED TO
State Highway Engineer
By

NOTED
State Highway Engineer

MAIN OFFICE
460 N. COMMERCIAL ST., SALEM, OREGON
BRANCH OFFICE
OREGON BUILDING, PORTLAND, OREGON

PORT ORFORD SAND & GRAVEL COMPANY

Port Orford, Oregon

October 28, 1942.

Ormond R. Bean,
Public Utilities Comm'r.,
Salem, Ore.

Dear Sir:

I herewith wish to call your attention to a condition which I consider an absolute infraction of the Utilities set-up and unfair business practice.

On October the 8th., one J. F. Kronenberg of Bandon, who is operating a private logging business just north of Sixes River here in Curry County, hailed me down and asked me to quote on approximately 600 cu. yds., of bar run gravel to be delivered and spread on his logging road. This I did, quoting $1.15 per cu. yd., allowing five cents per yard royalty to the owner of the gravel I have leased, sixty cents per yard in the bunker and 10 cents per yard mile on approximately five mile haul. This was my mental segregation of allowances at the time I quoted him. I have been in the Gravel business here for some seven years and I believe a check, on your part, will show that I havecompiled in every respect with the Utilities and State laws and that my record is clear.

I told Kronenberg that I would be able to start delivery the following Wednesday, the 14th. This seemed quite satisfactory and he said that he would let me know. I hear nothing further from him and the first thing I knew Saxon's trucks were delivering State gravel from the State owned gravel bar on Elk river to his road, on Saturday the 17th.

The following Monday I saw Kronenberg in Langlois and asked him how it was possible for him to get State gravel on a private logging road in competition to private gravel interests? His answer was to the effect that it looked like rain and he was in a hurry to get out timbers for Mr. Baldock, State High way Engineer. That he had called Mr. Baldock and gotten his permission to use Saxon's equipment and State gravel, but that there was still three or four hundred yards needed on the road and he would let me know when to start delivery He then changed former statement and said that Mr. Baldock had called him and was in a hurry for the timbers and had told him about Mr. Saxon and the availability of State gravel for his road.

I heard nothing further from Kronenberg during the ensueing week and on Saturday the 24th., Saxon's trucks, delivering State gravel, again hauled to said road and this time they had one of the County four yard trucks also operating in the fleet. The driver of the truck said that the county Commissioner had rented the truck for $3.50 perhour. Said County truck operating on 14.7 gasoline and without the P. U. C. coverage required of private operators.

In summation, let me say that there has never been a time when I objected to legitimate competition in the gravel business, but in the case of Saxon who holds a State contract for approximately twenty three thousand cubic yards of oil rock, we know that he figured the entire cost of his plant and set-up in this contract so that when he is through he could give the plant to some one and be out nothing. Delivering State owned gravel to private interest without royalty charge is another thing. County trucks operating on cheap gasoline and without the benefit of P.U.C. plates in competition to private interests, another.

I checked with one of the workmen on the Kronenberg job, yesterday, and to date he has seen no timbers go through the mill for the State Highway Dep't.

I trust that this will not appear to you as being the utterances of a "Crank" for I have always endeavored to be fair in my dealings and would like to have an even break in open competition. I have seen other infractions in the past that have been too petty to report but this one seemed to me to be just a bit too blatant.

Very truly yours,

/s/ C. M. Sauers

C. M. Sauers.

cc. Earl Snell,
Secretary of State.

RECEIVED
OCT
S-4334

October 5th, 1942

Electric Power Production Branch
War Production Board
Washington, D. C.

Gentlemen:

A. E. Gordon & Son, contractors, Port Orford, Oregon, have the contract for the production of 15,000 cubic yards of crushed gravel on our Port Orford Rock Production Contract No. 2604. The crushed gravel is urgently needed for the maintenance of a 42-mile section of the Oregon Coast Highway, U.S. Route #101, which is a part of the strategic network of highways on the Pacific Coast. Heavy hauling and other heavy traffic due to the war program is breaking up the surface of this highway, and it is imperative that this crushed gravel be produced as soon as possible.

Mr. Gordon wishes electric light service from the Coos Electric Group, Inc., whose main office is at Coquille, Oregon. Their power lines pass within 100 feet of the plant, but the Coos Electric Group, Inc. states that they cannot extend connections to the crushing plant without authorization from the War Production Board.

Due to the short fall and winter days, lighting will be necessary to operate the plant two 8-hour shifts per day, and we will appreciate it greatly if you will grant the necessary authority so that the light services can be extended to this crushing plant.

Very truly yours,

R. H. Baldock
Chief Engineer

R

cc to: A. E. Gordon & Son
Coos Electric Group, Inc.
R. H. Gilmer

A. H. SAXTON

PORT ORFORD, OREGON

Sept. 30, 1942

E. H. Clymer,
Priorities Supervisor,
State Highway Department,
Salem, Oregon.

Dear sir,

Eddie, I have a new nut for you to crack if you can.

We would like to get electric light service for our plant here from the Coos Electric Co-op, Inc., whose main office is at Coquille, whose lines run within 100 feet of the plant.

When applying for service, I find that the extension has to be approved by the War Production Board in Washington. Also that we have to support our application by the evidence of the urgency of the need; such as a letter from the highway department stating that they need the materials we are going to produce necessitating our running two shifts a day.

Do you think you could compose such a letter and have either Baldock or Smith sign it and return it to us here? You should give the contract number, amount of materials, etc.

I am writing a formal letter of application and sending it to the power company, saying who we are and why we need the lights.

We surely appreciate what you have been doing for us in these matters and we hope the need for such service soon ends.

Very truly yours,

A. H. Saxton

8-4204

OREGON STATE HIGHWAY COMMISSION

CLASS OF SERVICE DESIRED			
DOMESTIC		CABLE	
TELEGRAM		ORDINARY	
DAY LETTER		URGENT RATE	
SERIAL		DEFERRED	
OVERNIGHT TELEGRAM		NIGHT LETTER	
SPECIAL SERVICE		SHIP RADIOGRAM	

Patrons should check class of service desired; otherwise the message will be transmitted as a telegram or ordinary cablegram.

COPY OF WESTERN UNION TELEGRAM

SALEM, OREGON
SEPTEMBER 24, 1942

MR. JESSE HOUSTON
DEPUTY GENERAL OF OPERATIONS
WAR PRODUCTION BOARD
WASHINGTON, D. C.

THERE NO. 22317 SKF BEARINGS, COST $132, REPAIR MODEL B SIMPLICITY SCREENS ORDERED ON REQUISITION NO. 6 BY A. E. BAXTON & SON, CONTRACTORS, PORT ORFORD, OREGON, ARE REQUIRED FOR THE PRODUCTION OF 23,500 CUBIC YARDS OF CRUSHED GRAVEL ON THE PORT ORFORD ROCK PRODUCTION PROJECT NO. 2601. NORMALLY AN A-10 PREFERENCE RATING, MADE AVAILABLE BY PREFERENCE RATING ORDER P-100, WOULD BE USED TO OBTAIN THESE PARTS. THE CONTRACTORS' EQUIPMENT CORPORATION, PORTLAND, OREGON, ADVISES THAT IT CANNOT SUPPLY ON LESS THAN AN A-1-c RATING DUE TO OTHER ORDERS WITH HIGHER RATINGS. REFERENCE IS MADE TO ANNOUNCEMENT OF JOSEPH F. RYAN, CHIEF OF CONSTRUCTION MACHINERY BRANCH OF THE WAR PRODUCTION BOARD, DATED SEPTEMBER 14, 1942, WAR TIME 9603 & 9-873, IN WHICH, UNDER A NEW SETUP, IT WILL NO LONGER BE NECESSARY FOR PURCHASERS OF MOST CONSTRUCTION MACHINERY PARTS TO FILE SEPARATE APPLICATIONS FOR RATINGS, BUT INSTEAD CAN EXTEND ON THEIR PURCHASE ORDER A-10 UNDER PREFERENCE RATING ORDER P-100. THIS WOULD SAVE MUCH VALUABLE TIME IF THE SUPPLIERS WOULD ACCEPT THE A-10 RATING, BUT, IN THIS CASE, THE SUPPLIER INSISTS ON AN A-1-c RATING. WE WILL PROBABLY HAVE SIMILAR TROUBLE WITH OTHER DEALERS ON FUTURE ORDERS. WILL YOU PLEASE GRANT AN A-1-c RATING, OR INFORM THE SUPPLIER TO DELIVER ON AN A-10RATING. NO PREVIOUS APPLICATION HAS BEEN MADE FOR THESE PARTS. THE CRUSHED ROCK IS VITALLY NEEDED TO KEEP A SECTION OF THE

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S-4204

September 22, 1942

Maryland Casualty Company
Mansfield & Company
302 Lewis Building
Portland, Oregon

Gentlemen:

We are forwarding to you today, by express, a fully executed copy of contract No. 2601 which was awarded to A. E. Saxton & Son by the State Highway Commission on August 27, 1942. This is for your records and files.

Very truly yours,
STATE HIGHWAY COMMISSION

By

AM Secretary

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AUG 28 1942
FOR FILING

8-4204

August 28, 1942

A. E. Saxton & Son
Corvallis, Oregon

Gentlemen:

We are sending you today, by express, four copies of contract No. 2601 which was awarded to you on August 27, 1942, by the State Highway Commission covering the Port Orford Rock Production Project on the Oregon Coast Highway, in Coos and Curry Counties.

Will you kindly execute all four copies of this contract as to agreement and bond and return them to this office for approval by the State Highway Commission. When this has been done a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the paragraph under Section 6, Page 15, of the printed General Provision, relating to the Workmen's Compensation Act. You are expected to accept the terms of this Act and to carry on your work under this contract in strict conformance thereto. Your attention is also called to the paragraph on the same page relating to the payment by the contractor of amounts due hospital association, et cetera.

Also, please note the Supplemental Provisions following page 160, which have been incorporated in this contract.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

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FOR FILING

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8-4204

August 28, 1942

A. E. Saxton & Son
Lebanon, Oregon

Gentlemen:

The State Highway Commission, on August 27, 1942, awarded you the contract for the Port Orford Rock Production Project on the Oregon Coast Highway, in Curry County. This award was based on your low bid of $53,455, submitted on June 4, 1942, and was awarded on the revised specifications as approved by the Highway Commission on August 27, 1942.

Contract forms will be sent to you for execution within a few days.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

EK

cc - S. H. Probert
C. S. Pearson

August 24, 1942

Oregon State Highway Commission,

Salem, Oregon.

Under date of June 4, 1942, in response to your call for bids for the furnishing of 23,100 cubic yards of crushed gravel in stockpile for use in connection with the maintenance of the Johnson Creek-Hubbard Creek and the Hubbard Creek-Euchre Creek Sections of the Oregon Coast Highway in Coos County and Curry County, I submitted a bid or proposal which was determined to be the lowest bid submitted.

The specifications which accompanied the call for bids for said project contained, among other things, the following provisions:

> 2" For the Hubbard Creek-Euchre Creek Section, the gravel shall be obtained from either one or both of the following sources:
>
> "A. The state-owned gravel deposit located approximately 150 feet west of the highway at M. P. 326.60. This deposit is in Brush Creek and extends from the upper end of the Lake in Humbug Mountain State Park, upstream a distance of approximately 300 feet.
>
> "B. The gravel deposit located on the west bank of Brush Creek opposite the Fish Commission's ponds at M. P. 327.44."

I am now advised by your engineers that materials from the state-owned gravel deposit located near mile post 326.60 cannot be procured from said source because of conflict with War Department regulations along the coast and I am likewise advised by your engineers that materials cannot be procured from the gravel deposit owned by the State Fish Commission for the reason that the appropriation of materials from said source will interfer with the Fish Commission's contemplated future development. I am further advised by your engineers that materials suitable in quality and adequate in quantity can be obtained from a state-owned gravel deposit in Elk River.

It appears, after a conference with your engineers, that by giving proper and appropriate consideration to the suggestion that the materials be taken from said last-named source and that by other appropriate and necessary modifications of my said bid or proposal the necessary materials can be

procured for said rock production project without increased costs or inconvenience to the State or to myself.

Therefore, in view of the circumstances which have developed through no fault of mine since the submission of said bid and in consideration of your acceptance of my bid as herein modified and in consideration of your awarding me the contract for said project, I submit the following changes or modifications to my proposal or bid submitted to you on June 4, 1942, to wit:

1. The sections of highway on which the crushed gravel is to be furnished, and the approximate quantities to be furnished for each, are as follows:

Name of Section	Mile Point Limits of Section	Cubic Yards
Johnson Creek-Hubbard Creek	294.0 to 321.0	17,600
Hubbard Creek-Euchre Creek	321.0 to 338.6	5,500

2. The completion date for the work shall be March 31, 1943.

3. The gravel for the Hubbard Creek-Euchre Creek Section shall all be obtained from the state-owned gravel deposit in Elk River, which deposit is located alongside the Elk River Market Road, approximately 0.75 mile easterly from the Oregon Coast Highway at Mile Post 315.94. This source is the same source specified as the source of gravel for the Johnson Creek-Hubbard Creek Section.

4. Subject to such changes as the Engineer may order or authorize, the locations of the stockpile sites and the quantities of materials to be stockpiled at each site are to be as follows:

Johnson Creek-Hubbard Creek Section:

Stockpile Location	Cubic Yards to be Stockpiled: 3/4" - 1/2" Materials	1/2" - 1/4" Materials	1/4" - 0" Materials	Totals
M. P. 295.95	430	390	155	975
M. P. 299.01	675	610	245	1,530
M. P. 301.48	545	495	195	1,235
M. P. 304.92	755	690	275	1,720
M. P. 308.39	760	695	275	1,730
M. P. 312.22	845	765	310	1,920
M. P. 316.05	1,990	1,755	745	4,490
M. P. 318.00	1,770	1,600	630	4,000
Totals	7,770	7,000	2,830	17,600

Hubbard Creek-Euchre Creek Section:

Stockpile Location	Cubic Yards to be Stockpiled 3/4" - 1/2" Materials	1/2" - 1/4" Materials	1/4" - 0" Materials	Totals
M. P. 321.69	1,000	900	370	2,270
M. P. 324.10	1,430	1,300	500	3,230
Totals	2,430	2,200	870	5,500

5. The contract pay items, contract quantities, contract unit prices, and contract amounts shall be as follows:

a. Johnson Creek-Hubbard Creek Section:

Item No.	Item	Quantity	Unit Price	Amount
1.	3/4" - 1/2" Crushed Gravel in Stockpile	7,770 cu. yds.	$1.60	$12,432.00
2.	3/4" - 1/2" Crushed Gravel in Stockpile	7,000 cu. yds.	1.60	11,200.00
3.	1/4" - 0" Crushed Gravel in Stockpile	2,830 cu. yds.	1.60	4,528.00
4.	Hauling Crushed Gravel, Pile Measure	125,200 yd. miles	0.09	11,268.00

b. Hubbard Creek-Euchre Creek Section:

Item No.	Item	Quantity	Unit Price	Amount
5.	3/4" - 1/2" Crushed Gravel in Stockpile	2,430 cu. yds.	$1.60	$ 3,888.00
6.	1/2" - 1/4" Crushed Gravel in Stockpile	2,200 cu. yds.	1.60	3,520.00
7.	1/4" - 0" Crushed Gravel in Stockpile	870 cu. yds.	1.60	1,392.00
8.	Hauling Crushed Gravel, Pile Measure	43,600 yd. miles	0.12	5,232.00
	Total amount of Contract			$53,460.00

6. The total quantity of 1/4" - 0" material to be paid for at the contract price for that size of material shall not exceed 3,700 cubic yards, or nineteen (19) per cent of the combined total yardage of the 3/4" - 1/2" and 1/2" - 1/4" sizes of materials furnished in stockpiles, whichever of the two quantities is the larger.

Oregon State Highway Commission August 24, 1942

In the event you accept the foregoing proposed modifications and changes I agree to execute the usual formal highway contract covering the said project and employ in the provisions of said contract the changes now submitted in lieu of the original items incorporated in my bid as originally submitted.

Yours very truly,

A. H. SAXTON & SONS

By A. H. Saxton partner

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FOR FILING

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN
PORTLAND
HURON W. CLOUGH, MEMBER
CANYONVILLE
HERMAN OLIVER, MEMBER
JOHN DAY

8-4204

OREGON
STATE HIGHWAY COMMISSION

R. H. BALDOCK, CHIEF ENGINEER
C. B. McCULLOUGH, ASS'T CHIEF ENGINEER
J. M. DEVERS, CHIEF COUNSEL
H. B. GLAISYER, SECRETARY

SALEM

August 22, 1942

IN REPLY PLEASE
REFER TO FILE NO.

A. H. Saxton & Sons,
Box 502,
Lebanon, Oregon.

NOTED
State Highway Engineer

Gentlemen:

It seems that in connection with your bid for rock production on the Port Orford Section of the Oregon Coast Highway a situation developed after the submission of the bids which changes somewhat the plan of the Commission. Two sources of supply were specified, which sources are not now available. However, another source is available which seems satisfactory.

I understand that you discussed the changes with the engineering staff and that a plan has been worked out which is satisfactory to you and to the engineers.

I have therefore put in letter form those changes, and if I have stated them as you parties have agreed, I suggest that you sign the letter and return it. The contract can then be awarded and when the contract is written it will employ the factors and changes set out in this letter rather than those set out in the proposal when you bid.

If you prefer to come in and discuss this matter before you sign it I think that would be advisable. The Commission is anxious to get the job awarded and I presume you are anxious to get to work, so I will appreciate it if you will give the matter your early consideration.

Yours very truly,

J. M. DEVERS

JMD:PW

Enc.

cc C. B. McCullough
H. G. Smith

RECEIVED
SEP 1 1942
FOR RIGHT

8-4204

A. H. SAXTON
&
SON

RECEIVED
JUL 7 - 1942
OFFICE OF

Lebanon, Oregon

P. O. Box # 502

July 5, 1942

Oregon State Highway Comm.

Salem, Oregon.

Attention: Mr. H. G. Smith.

Dear Mr. Smith,

I wish to confirm our telephone conversation recently regarding the extension of time in awarding the Port Orford Rock Production project, for which we were low bidder on June 4th.

It is agreeable with us for you to take as much time as necessary to work out a mutual agreement as regards the sources of the material on the above job.

Yours truly,

A. H. Saxton & Son

By A. H. Saxton

NOTED
H. G. SMITH

FS-4(1) Alkali Lake Flight Strip, Lakeview-Burns Hwy. 1942

#2602

RECEIVED
2 1 1945
FOR FILING

FS # 4 (1)

November 20, 1945

Mr. Ronald E. Robbins
Acting Regional Grazier
Grazing Service
Department of the Interior
Burns, Oregon

Dear Mr. Robbins:

Reference is made to a letter directed to you by Mr. R. H. Baldock, State Highway Engineer, on November 6, 1945, relative to granting a permit to install a water pipe leading from a well near Alkali Lake flight strip to a trough on the east side of the highway.

Will you please advise whether or not you wish a permit for this purpose. If so, we will be glad to prepare it upon advice from you to that effect.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

HEB:ec
cc - Mr. Ralph Eggstaff

Stencil No. 124

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JUL 9 1945
FOR FILING

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
Division Eight

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

FS-4(1)

July 9, 1945

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Oregon FS-4(1)
Alkali Lake Flight Strip.

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the modified project agreement and certificate for the above-numbered project.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
L. J. Caufield
Sr. Highway Engineer

Encl.

RECEIVED
JUL 10 1945
OREGON
STATE HIGHWAY COMMISSION

Jcon

Wa4pr16268

Oregon Flight Strip Project No. FS 4(1)

MODIFICATION OF PROJECT AGREEMENT

WHEREAS, by that certain project agreement signed on November 5, 1942, by the Oregon State Highway Commission, and on December 31, 1942, by the Federal Works Administrator, as amended by modification of project agreement signed on June 30, 1944 by the State Highway Department, and on June 30, 1944 by the Federal Works Administrator, the said parties entered into an agreement for the improvement of a flight strip under the provisions of Section 8 of the Defense Highway Act of 1941 (Public Law 295 - 77th Congress), which said Flight Strip was described therein and designated as Oregon Flight Strip Project No. FS 4(1); and

WHEREAS, the Highway Department has requested the Administrator to approve a revision of the plans, specifications and estimate to provide for additional post construction during the existing emergency and minor adjustment of quantities found necessary during construction, and by reason thereof has requested that the approved estimate of cost be reduced from $231,304.80 to $228,292.93, and that the Federal funds approved and set aside to the credit of the project be reduced from $231,304.80 to $228,278.48.

NOW, THEREFORE, it is hereby mutually agreed by and between the said Highway Department and the Administrator that the plans, specifications and estimate for said project be revised and that said project agreement be amended as follows:

The third "Whereas" paragraph shall read:

> "Whereas the Administrator has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of two hundred twenty-eight thousand, two hundred seventy-eight and 48/100 dollars ($228,278.48) as the share of the United States payable under said act on account of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof;"

Clause (a) of Article I shall read:

"(a) By the State: Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. 529, laws 1939; Chap. 198, laws 1943."

Clause (d) of Article III shall be revised to read:

"(d) It is hereby mutually agreed that payment of Federal funds shall not be made for post construction performed beyond the duration of the emergency declared by the President May 27, 1941."

Article IV shall read:

"Article IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of said project shall not in any event exceed the sum of two hundred twenty-eight thousand, two hundred seventy-eight and 48/100 dollars ($228,278.48), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of two hundred twenty-eight thousand, two hundred ninety-two and 93/100 dollars ($228,292.93), the approved total estimated cost of said project."

Except as herein specifically modified the said project agreement shall remain in full force and effect.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for Project No. 112.

IN WITNESS WHEREOF the parties have hereunto affixed their signatures, the Highway Department on June 12, 1945, and the Administrator on JUN 19 1945.

RECOMMENDED FOR APPROVAL:

STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION

By
Chairman, State Highway Commission

By
Member, State Highway Commission

By
Member, State Highway Commission

Attest
SECRETARY

FEDERAL WORKS ADMINISTRATOR,

By
Acting Commissioner of Public Roads

Oregon Flight Strip Project No. FS 4(1).

Form PR. 8—Revised

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

THE SECRETARY OF THE TREASURY, AND

THE STATE HIGHWAY DEPARTMENT OF THE STATE OF Oregon

Pursuant to the acts above cited, I hereby certify—

FIRST. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a flight strip designated in the records of this Agency as Project No. FS 4(1) Flight Strip

State of Oregon

SECOND. That in accordance with said provisions I have approved the sum of $ 228,292.93 in lieu of the $231,304.80 approved by Certificate dated June 30, 1944 as the total estimated cost of said project, and the sum of $ 228,278.12 as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this ..... day of .....

one thousand nine hundred and JUN 19 1945

FEDERAL WORKS ADMINISTRATOR,

By W. A. Jump
Acting Commissioner of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE 16—10139-1

RECEIVED JUL 2 1945

RECEIVED
JUN 7 - 1945
FOR FILING

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND 8, OREG.

June 4, 1945

FS-4 (1)

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith two copies of proposed modification of project agreement for signature and return to this office for the Alkali Lake Flight Strip, Oregon FS-4(1).

Enclosed also is an approved copy of the detail estimate upon which the agreement was based, together with approved copy of specifications.

As the modification must be completely executed by June 30, 1945, will you give this matter your immediate attention in order that we may forward it to our Washington Office in time.

Very truly yours,

W. H. LYNCH
Division Engineer

By: T. M. Davis
T. M. Davis
Senior Highway Engineer

Encls.

RECEIVED
JUN 1945
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
MAY 17 1945
FOR FILING

FS 4 (1)

May 17, 1945

Mr. W. H. Lynch
Division Engineer
Public Roads Administration
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

In accord with the request contained in your letter of May 3, 1945, we are enclosing herewith seven copies of estimate as basis for modified agreement for the Alkali Lake Flight Strip, Project No. FS 4 (1), which estimate includes the estimated cost of post construction work to June 30, 1946.

The amount of post construction funds previously allotted appears sufficient to carry the work for the additional one year and, accordingly, no increase is requested at this time.

Very truly yours,

R. H. Baldock
State Highway Engineer

JWM:GS

Encl.

Oregon State Highway Department

Oregon Flight Strip
Project No. FS 4(1)

ALKALI LAKE FLIGHT STRIP PROJECT

IN LAKE COUNTY

(Estimate as basis for modified agreement. Based on final construction costs and estimated post construction costs to June 30, 1946.)

Salem, Oregon, May 12, 1945

Preliminary Engineering- - - -

RECEIVED
MAY 25 1945
FOR FILING

FS 4 (1)

May 17, 1945

Mr. W. H. Lynch
Division Engineer
Public Roads Administration
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

In accord with the request contained in your letter of May 3, 1945, we are enclosing herewith seven copies of estimate as basis for modified agreement for the Alkali Lake Flight Strip, Project No. FS 4 (1), which estimate includes the estimated cost of post construction work to June 30, 1946.

The amount of post construction funds previously allotted appears sufficient to carry the work for the additional one year and, accordingly, no increase is requested at this time.

Very truly yours,

R. H. Baldock
State Highway Engineer

JWN:GS

Encl.

RECEIVED
NOV 13 1944
FOR FILING
ES 4

November 9, 1944

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to Mr. Devers' letters of November 4 and November 8, 1944, concerning application for the site of the Alkali Lake Flight Strip. We have recommended approval of the application.

The flight strip appears to be in a grazing district. Copy of the usual letter to the Regional Grazier forwarding copies of the maps was not sent us, or any statement that he has been notified. Presumably the customary procedure has been carried out, but if not, will you please do so, as following routine procedure should avoid delay in final action.

Very truly yours,

W. H. LYNCH
District Engineer

NOTED
State Highway Engineer

RECEIVED
NOV 10 1944
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
NOV 8 - 1944
FOR FILING

FS 4

November 6, 1944

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: Mr. Devers

Dear Sir:

Reference is made to Mr. Devers' letter of November 4, 1944, concerning right of way for the Alkali Lake Flight Strip, Oregon FS-4(1).

Tracing and blueprints listed as enclosures were included, but the copy of the memorandum from the General Land Office to the Register at Lakeview, listed as attached to the letter, was not received.

Will you please send us this so we may be in a position to act as desired on the application.

Very truly yours,

W. H. LYNCH
District Engineer

RECEIVED
NOV 8 - 1944
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
AUG [illegible] 1944
FOR FILING

FS-4

August 26, 1944

Mr. W. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland (8), Oregon

Dear Sir:

We are enclosing herewith the copies of final voucher for the Alkali Flight Strip Project No. FS 4 (1), which copies were returned by you for correction of a typographical error.

Very truly yours,

R. H. Baldock
State Highway Engineer

Encl.

Dictated by J. W. Nash/ER

ES-4

WAR DEPARTMENT
OFFICE DIVISION ENGINEER
PACIFIC DIVISION
PORTLAND REAL ESTATE SUB-OFFICE
736 PITTOCK BLOCK
PORTLAND, OREGON

FOR VICTORY BUY UNITED STATES WAR BONDS AND STAMPS

680.44 Central Oregon
Gunnery Range, Alkali Lake
Flight Strip, Oregon.
PO-PADRE-DK

18 August 1944.

FOR FILING

RECEIVED
AUG 19 1944
OREGON
STATE HIGHWAY COMMISSION

Oregon State Highway Commission,
Salem, Oregon.

Gentlemen:

Reference is made to letter from this office to you dated 9 June 1944, suggesting that you apply to the Secretary of the Interior for the necessary easement for the subject flight strip. This office is now informed that the application should be made through the District Land Office at Lakeview for the transfer of the land for the construction and maintenance of the subject flight strip, under Section 8 of the Defense Highway Act of November 19, 1941 (55 Stat. 767, 23 U.S.C. Sec 108), which is supplementary to Section 17 of the Federal Aid Highway Act of November 9, 1921 (42 Stat. 216, 23 U.S.C. Sec. 18), and in accordance with regulations, 43 CFR Secs. 244.42-244.44, Circ. 1237b, May 31, 1943.

This information is transmitted to you for your information and guidance.

For the Division Engineer:

Very truly yours,

E. W. Barnes,
Chief, Portland Sub-Office.

REFERRED TO
J. M. Devers.
... Engineer
Comment
for authorized
the.

SAVE

This file belongs to 7-1 B.S.

Contract awarded Cliff Davis 8-31-42

POST OFFICE BUILDING
PORTLAND 8, OREGON

ON

AGENDA
JUL 13 1944

July 5, 1944

2-e

Dear Sir:

Reference is made to a letter to you from Mr. E. W. Barnes, Chief, Portland Sub-office, Land Division, U.S.E.D., as of June 9, relative to acquisition of the land on which the Alkali Lake Flight Strip, Oregon FS-4, was constructed; also to recent telephone conversation between Mr. Probert and Mr. Davis.

We understand that previously your department made application to the Register of the General Land Office for land for the Rome Flight Strip and were advised by them that the land in question has been reserved for the War Department and that no further action has been taken. It is also noted the letter from Mr. Barnes advises the land in question is within the jurisdiction of the Secretary of the Interior and the only interest of the War Department is the use for certain specific purposes which do not include flight strips.

In view of Mr. Barnes' statement, we believe it will be in order for the State to make application for this land with the Interior Department under Section 17 of the Federal Highway Act of November 9, 1921 (42 Stat. 216). We understand right of way for other flight strips in the Western Area involving lands under the Department of the Interior have been so obtained.

We would appreciate your views in this matter.

Very truly yours,

W. H. LYNCH
District Engineer

By: F. E. Andrews
F. E. Andrews
Senior Highway Engineer

RECEIVED
JUL 6 1944
OREGON
STATE HIGHWAY COMMISSION

Link.

...EGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND 8, OREGON

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY
DISTRICT ONE

AGENDA
JUL 12 1944

FC 4

2-e

July 5, 1944

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to a letter to you from Mr. E. W. Barnes, Chief, Portland Sub-office, Land Division, U.S.E.D., as of June 9, relative to acquisition of the land on which the Alkali Lake Flight Strip, Oregon FS-4, was constructed; also to recent telephone conversation between Mr. Probert and Mr. Davis.

We understand that previously your department made application to the Register of the General Land Office for land for the Rome Flight Strip and were advised by them that the land in question has been reserved for the War Department and that no further action has been taken. It is also noted the letter from Mr. Barnes advises the land in question is within the jurisdiction of the Secretary of the Interior and the only interest of the War Department is the use for certain specific purposes which do not include flight strips.

In view of Mr. Barnes' statement, we believe it will be in order for the State to make application for this land with the Interior Department under Section 17 of the Federal Highway Act of November 9, 1921 (42 Stat. 216). We understand right of way for other flight strips in the Western Area involving lands under the Department of the Interior have been so obtained.

We would appreciate your views in this matter.

Very truly yours,

W. H. LYNCH
District Engineer

By: F. E. Andrews
F. E. Andrews
Senior Highway Engineer

RECEIVED
JUL 6 1944
OREGON
STATE HIGHWAY COMMISSION

4-105.

C O P Y

SECTION 17. ACT OF NOVEMBER

9, 1921 (42 STAT. 212).

That if the Secretary of Agriculture determines that any part of the public lands or reservations of the United States is reasonably necessary for the right of way of any highway or forest road or as a source of materials for the construction or maintenance of any such highway or forest road adjacent to such lands or reservations, the Secretary of Agriculture shall file with the Secretary of the department supervising the administration of such land or reservation a map showing the portion of such lands or reservations which it is desired to appropriate.

If within a period of four months after such filing the said Secretary shall not have certified to the Secretary of Agriculture that the proposed appropriation of such land or material is contrary to the public interest or inconsistent with the purposes for which such land or materials have been reserved, or shall have agreed to the appropriation and transfer under conditions which he deems necessary for the adequate protection and utilization of the reserve, then such land and materials may be appropriated and transferred to the State highway department for such purposes and subject to the conditions so specified.

If at any time the need for any such lands or materials for such purposes shall no longer exist, notice of the fact shall be given by the State Highway department to the Secretary of Agriculture, and such lands or materials shall immediately revert to the control of the Secretary of the department from which they had been appropriated.

WAR DEPARTMENT
OFFICE DIVISION ENGINEER
PACIFIC DIVISION
PORTLAND REAL ESTATE SUB-OFFICE
736 PITTOCK BLOCK
PORTLAND, OREGON

680.44 (Central Oregon Gunnery Range - Alkali Lake Flight Strip, Oregon) PO PADRE DK

9 June 1944

REFERRED TO
M. Probert
dy Chief Engineer
See me

Oregon State Highway Commission,
Salem, Oregon.

Gentlemen:

Reference is made to the subject flight strip built by the Oregon State Highway Commission by permission of the North Pacific Division Engineer granted by letter. Since that time action to grant to the State a formal license or other appropriate transfer has been continuing. The land in question is within the jurisdiction of the Secretary of the Interior and the only interest of the War Department therein is the use thereof for certain specific purposes which do not include a flight strip.

From your information the legal description of the land involved as developed by this office is as follows:

A parcel of land situated in sections 3 and 10, Township 29 South, Range 23 East, Willamette Meridian, and in Sections 34 and 35, Township 28 South, Range 23 East, Willamette Meridian, in Lake County, Oregon, more particularly described as follows:

Commencing at the corner common to Sections 2, 3, 10, and 11, Township 29 South, Range 23 East of the Willamette Meridian; thence north 76°58' west 466.4 feet; thence south 9° 17' West 1000.0 feet; thence north 74° 02' west 1090.0 feet to the point of beginning at the southeast corner of the parcel of land to be described; thence north 15°58' east 8740 feet more or less to the east and west center line of said Section 35; thence west along the east and west center line of Section 35 and along the east and west center line of said Section 34, a distance of 832 feet; thence south 15° 58' west 8510 feet to a point that is north 74° 02' west 800 feet from the point of beginning; thence south 74° 02' east 800 feet to the point of beginning, containing 158.4 acres.

The War Department has informed the Secretary of Interior that the War Department will have no objection to the granting of appropriate rights to the State for this Flight Strip. For your information a copy of the letter from the Chief of Engineers to the Commissioner of the General Land Office, dated 26 May 1944 is enclosed.

The War Department is not authorized to grant a license for this flight strip under the facts shown and it is suggested that the State should immediately apply to the Secretary of Interior for whatever rights are desired in the subject lands.

For the Division Engineer:

E. W. Barnes,
Chief, Portland Sub-Office

1 Incl.:
ltr. from Chief of Eng. to Commissioner of Gen. Land Office dtd 5/26/44

cc: Div. Eng. San Francisco
Mr. W. H. Lynch, Dist. Eng., Public Roads Adm., Portland

RECEIVED
JUN 12 1944
STATE HIGHWAY COMMISSION

WAR DEPARTMENT
Office of the Chief of Engineers

Washington

26 May 1944

CE 680.44 Central Oregon
Gunnery Range, Alkali Lake Flight
Strip, Oregon - SPELT

Commission, General Land Office,
Department of Interior,
Interior Building,
Washington, D. C.

Dear Sir:

By letter dated 20 April 1942, the Secretary of the Interior granted to this Department permission to use certain public lands for the purpose of establishing aerial gunnery ranges in Idaho, Oregon and Nevada.

The Division Engineer, Pacific Division, San Francisco, California, reports that a flight strip has been constructed by contract by the Oregon State Highway Commission and the Bureau of Public Roads, eight miles north of the Alkali Lake in Lake County, Oregon, and that a well has been drilled between the flight strip and United States Highway No. 395. This work was approved by the Commanding General, Second Air Force. The Division Engineer recommends that a license be granted to the Oregon State Highway Commission to construct and maintain the flight strip, and that the well, together with the casing therein, be transferred to the Department of Interior.

Since the letter of the Secretary of the Interior dated 20 April 1942 granted permission to this Department to use the land for the purpose of establishing aerial gunnery ranges, it appears that permission to construct and maintain the flight strip should be requested of the Secretary of the Interior. This Department has no objection to the granting of permission for the construction and maintenance of the flight strip. The Division Engineer has been informed accordingly.

Information is requested as to whether the transfer of the well and casing is desired by the Department of Interior.

For the Chief of Engineers:

Very Respectfully,

JOHN J. O'BRIEN,
Colonel, Corps of Engineers,
Chief, Real Estate Division.

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NOV 10 1944
FOR FILING

Symbol No. 194

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

POST OFFICE BUILDING
PORTLAND, OREGON

MONTANA
OREGON
WASHINGTON

FS-4(1)

July 31, 1944

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Oregon FS-4(1)
Alkali Lake Flight Strip.

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the modified project agreement and certificate for the above-numbered project.

Very truly yours,

W. H. LYNCH
District Engineer

By L. Caufield
L. J. Caufield
Sr. Highway Engineer

Encl.

RECEIVED
AUG 1 1944
OREGON
STATE HIGHWAY COMMISSION

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY

Oregon Flight Strip No. FS 4 (1) 1144pr-16268

MODIFICATION OF PROJECT AGREEMENT

WHEREAS, by that certain project agreement signed on November 5, 1942, by the Oregon State Highway Commission, and on December 31, 1942, by the Federal Works Administrator, the said parties entered into an agreement for the improvement of a flight strip under the provisions of Section 8 of the Defense Highway Act of 1941 (Public Law 295 - 77th Congress), which said Flight Strip was described therein and designated as Oregon Flight Strip Project No. FS 4 (1); and

WHEREAS, the Highway Department of the State of Oregon has requested the Administrator to approve a revision of the plans, specifications and estimate for said project to provide for additional work involving post construction during the period of the existing emergency, and by reason thereof has requested that the approved estimate of cost be increased from $226,304.80 to $231,304.80, all of which is to be paid from Federal funds made available for such work.

NOW THEREFORE, it is hereby mutually agreed by and between the said State Highway Department and the Administrator that the plans, specifications and estimate for said project be revised and that said project agreement be amended as follows:

The third "Whereas" paragraph shall read:

> Whereas the Administrator has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications and estimates and the sum of two hundred thirty-one thousand, three hundred four and 80/100 dollars ($231,304.80), as the share of the United States payable under said act on account of said project, which is the approved total estimated cost thereof."

To Article III shall be added clauses (c) and (d) to read:

"(c) It is hereby mutually agreed that construction and post construction shall be considered as separate units of the project and that each unit may proceed to final completion, inspection, and acceptance independently of the other unit, and final payment of Federal funds may be made on each unit after such final completion, inspection, and acceptance."

"(d) It is hereby mutually agreed that the post construction provided for by this agreement shall include work performed through the fiscal year 1945, subject to the condition that payment of Federal funds shall be made before June 30, 1945 for all post construction work performed; and provided further that payment of Federal funds shall not be made for post construction performed beyond the duration of the emergency declared by the President May 27, 1941."

Article IV shall read:

"Article IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of said project shall not in any event exceed the sum of two hundred thirty-one thousand, three hundred four and 80/100 dollars ($231,304.80), certified to the Secretary of the Treasury as above mentioned, which is the approved total estimated cost of said project."

Except as herein specifically modified the said project agreement shall remain in full force and effect.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for Project No. 112.

IN WITNESS WHEREOF the parties have hereunto affixed their signatures, the Highway Department on June 30, 1944, and the Administrator on JUN 30 1944.

OREGON STATE HIGHWAY COMMISSION

By _____
Chairman, State Highway Commission

By _____
Member, State Highway Commission

By _____
Member, State Highway Commission

FEDERAL WORKS ADMINISTRATOR,

By _____
Acting Commissioner of Public Roads

Oregon Flight Strip No. FS 4(1).

Form PR. 3—Revised

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

THE SECRETARY OF THE TREASURY, AND

THE STATE HIGHWAY DEPARTMENT OF THE STATE OF Oregon

Pursuant to the acts above cited, I hereby certify—

FIRST. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a ~~highway~~ flight strip designated in the records of this Agency as Project No. FS 4(1).

State of Oregon

SECOND. That in accordance with said provisions I have approved the sum of $ 231,304.80 in lieu of the $226,304.80 approved by Certificate of December 31, 1942 as the total estimated cost of said project, and the sum of $ 231,304.80 as the share of the United States, payable under said acts on account of such project, which ~~does not exceed the authorized Federal~~ is the ~~percentage thereof~~ total estimated cost.

Done at the city of Washington, this ..... day of .....

one thousand nine hundred and 1944

FEDERAL WORKS ADMINISTRATOR,

By W. C. Fearey
Acting Commissioner of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE 16—10130

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND 8, OREGON

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY
DISTRICT ONE

May 16, 1944

FS-4

Not FR4

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We return herewith approved copy of substitute estimate dated May 8, 1944, for the Alkali Lake Flight Strip Project, Oregon F8-4(1).

Very truly yours,

W. H. LYNCH
District Engineer

By: L. J. Caufield
L. J. Caufield
Senior Highway Engineer

Encl.

RECEIVED
MAY 17 1944
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
MAY 14 1944
FOR FILING

FS - 4

May 9, 1944

Mr. E. M. Lynch
District Engineer
Public Roads Administration
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

We are enclosing herewith seven copies of substitute estimate for auditing vouchers for the Alkali Lake Flight Strip, Project No. FS 4 (1).

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

Encl.

Oregon State Highway Department

Oregon Flight Strip
Project No. FS 4 (1)

ALKALI LAKE FLIGHT STRIP PROJECT

IN LAKE COUNTY

(Substitute estimate for auditing vouchers. Based on approximate final construction quantities.)

Salem, Oregon, May 8, 1944

All Required		Preliminary Engineering		$ 500.00
		CONSTRUCTION		
All Required		Clearing and Grubbing		$ 7,000.00
177,000	cu. yds.	General Excavation, Unclassified	$ .45	79,650.00
All Required		Finishing and Trimming Earthwork		2,000.00
80	lin. ft.	18" Concrete Pipe	2.70	216.00
40,300	cu. yds.	Pit-run Gravel in Subbase and Surfacing	1.20	48,360.00
8,800	cu. yds.	Screened Gravel in Base and Surfacing	1.75	15,400.00
1,200	M-gals.	Sprinkling	3.00	3,600.00
All Required		Preparation of Base		3,000.00
8,500	cu. yds.	Furnishing and Placing Aggregates	3.00	25,500.00
520	tons	Furnishing and Placing 151-200 Asphalt	32.00	16,640.00
280	tons	Furnishing and Placing RC-3 Asphalt	32.50	9,100.00
1	only	Wind Cones	200.00	200.00
1,070	rods	Woven Wire Stock Fence (P.A. #1)	1.97	2,107.90
			Subtotal	$203,773.90
			Engr. & Cont.	13,030.90
			Total	$216,804.80

Federal Flight Strip Funds:

Preliminary Engineering	$ 500.00
Construction	216,804.80
Post Construction	9,000.00
	$226,304.80

RECEIVED
FOR

FS - 4

March 7, 1944

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

As suggested in your letter of February 21, 1944, regarding the non-receipt of the wind cones for the Roxy and Alkali Lake Flight Strips, Projects Nos. 2 and 4, respectively, this matter has been called to the attention of the Air Forces. Two copies of a telegram to the Commanding General, Army Air Forces, Washington, D. C., are enclosed. When we receive further information regarding the shipment of the cones, you will be advised.

Very truly yours,

W. H. LYNCH
District Engineer

Encl.

See: FS-2 for balance of correspondence

RECEIVED
MAR 8 1944
OREGON
STATE HIGHWAY COMMISSION

COPY

4 MARCH 1944

GMAS A-4 FD(6)pc

CG AAF, WASHINGTON D C

ATTN: AFMMD - MAJOR HUEBSCH,
NIGHT LIGHTING SECTION

X

A-4 GMAS

2AF FD _____PD DIST ENGR PUBLIC ROADS ADM PORTLAND OREGON ADVISES CLOTH SOCKS FOR ILLUMINATED WIND CONES ROME AND ALKALI LAKE OREGON FLIGHT STRIPS NOT RPT NOT RECEIVED WITH EQUIPMENT PD ADVISE IF SHIPPED AND DELIVERY POINT CMA IF NOT SHIPPED REQUEST SHIPMENT ROME CARE DIST ENGR OREGON STATE HIGHWAY DEPT VALE OREGON AND ALKALI LAKE CARE DIST ENGR HIGHWAY DEPT LAKEVIEW OREGON

ENT CG TWO AF

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FEB 16 1944
FOR FILING

ES - 4

February 15, 1944

Army Engineers
Real Estate Section
736 Pittock Block
Portland, Oregon

Attention: E. E. Barnes

Gentlemen:

To assist you in laying out and describing a right of way for the Alkali Lake Flight Strip, as indicated in your letter of February 7, we are sending herewith a blueprint map showing the fenced area with ties to the state highway alongside, and with ties between the highway and nearby land subdivision corners.

As we were not called upon to make any land acquisition for the flight strip, we had no occasion either to establish right of way boundaries or to prepare right of way descriptions.

We hope that the information being sent will serve your purpose.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:ER

Encl.

WAR DEPARTMENT
ARMY ENGINEERS
PACIFIC DIVISION
PORTLAND PROJECTS OFFICE
REAL ESTATE SECTION
736 PITTOCK BLOCK
PORTLAND, OREGON

680.43 (Central Oregon Gunnery Range - Flight Strip Project - FS-4 Alkali Lake)
PO-PADS-REMK

7 February 1944.

Oregon State Highway Commission,
Salem, Oregon.

Dear Sirs:

This office is preparing a grant covering the right-of-way for the Alkali Lake Flight Strip Project FS-4 in Sections 3 and 10 Township 29 South, Range 23 East of the Willamette Meridian, Lake County, Oregon, but find that neither this office nor the Public Roads Administration has a sufficient map or metes and bounds description of the land involved upon which to base a grant.

In the event your office has either or both the metes and bounds description and a map of the subject project, a copy thereof is requested.

For the Division Engineer:

Very truly yours,

E. W. Barnes,
Chief, Portland Sub-Office.

REFERRED TO
[redacted] SH Projects

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COST ANALYSIS - FINAL REPORT

Alkali Lake Flight Strip Adjacent to Lakeview-Burns Hwy.

Contract No. 2602 — Prefix 19-1007
Clifford A. Dunn, Contractor — A. A. Fossen, Engineer

	Cost	Quantity	Unit Cost	Unit Bid	Gross Revenue
Clearing & Grubbing	$ 1,386.40	100%	$ -	$ -	$ 7,000.00
General Excavation	55,705.00	156,948.9 C.Y.	0.356	0.45	70,627.01
Finishing & Trimming Earthwork	7,750.40	100%	-	-	2,000.00
18" Concrete Pipe	177.60	78 L.F.	2.27	2.70	210.60
Pit Run Gravel in Base	39,696.19	40,302 C.Y.	0.98	1.20	48,362.40
Screened Gravel " "	12,602.88	8,752 C.Y.	1.44	1.75	15,316.00
Sprinkling	2,886.25	1,202.6 M-Gal.	2.40	3.00	3,607.80
Preparation of Base	1,550.60	100%	-	-	3,000.00
Furnish & Place Aggregate	27,583.45	8,418.5 C.Y.	3.28	3.00	25,255.50
" " " Asphalt	14,150.20	512.68 Ton	27.60	32.00	16,405.76
" " " Cut Back Asphalt	8,040.15	282.11 Ton	28.50	32.50	9,168.58
Wind Cone	138.50	1 Each	138.50	200.00	200.00
P.A. 1 Woven Wire Stock Fence	1,920.00	1,066.67 Rod	1.80	1.97	2,101.34
P.A. 2 Pit Run Gravel	480.00	1,200 C.Y.	0.40	0.40	480.00
P.A. 2 Haul Pit Run Gravel	515.04	4,292.Yd.M.	0.12	0.12	515.04
P. A. 3 Purchase Asphalt in BBls in S.P.	150.28	5.78 Ton	26.00	26.00	150.28
P.A. 4 Purchase Excess Aggregate	993.24	551.8	1.80	2.00	1,103.60
Force Account	200.91	All			200.91
Cook House	13,396.02				7,355.78
Total	189,323.11				213,060.60

Gross Revenue	$ 213,060.60
Cost	189,323.11
Profit	23,737.49

Profit Equals 11.1 % of Gross Revenue

ALKALI LAKE FLIGHT STRIP

Detail Cost:

Labor:

Supervision	$ 9,348.73	
Labor	62,130.36	
State Industrial Accident Ins.	4,288.75	
Social Security	714.79	
Unemployment Ins.	2,144.37	
		$ 78,627.00

Materials:

18" Concrete Pipe	78 L.F. at $1.70	$ 132.60	
Fence Materials		907.12	
Wind Cone		66.30	
Asphalt	518.46 Ton at 7.30	3,784.76	
Cut Back Asphalt	282.11 " " 7.80	2,200.46	
Freight on Asphalt	800.57 " " 8.20	6,564.67	
			$ 13,655.91

Equipment Rental, Supplies and Misc.

Equipment Rental, Inc. Repairs	$50,811.50	
Gas, Oil & Grease	16,959.75	
Lumber for Camp & Crusher	1,695.50	
Miscellaneous Supplies	8,468.40	
Freight & Cartage	5,565.71	
Bond & Liability Insurance	1,750.20	
Home Office & Overhead	5,229.78	
Cook House Supplies	6,559.36	
		$ 97,040.20

TOTAL COST $ 189,323.11

EHC/H
9/21/43

ALKALI LAKE FLIGHT STRIP

REMARKS:

This contract was bid August 27th, and awarded Aug. 31, 1942. Work was started September 11th, and the contract was completed July 3, 1943.

The clearing, grading, gravel base and crushing were done by Jan. 23rd, at which time the job was closed down for the winter. The contractor moved back on the job April 25th and finished the construction July 3rd, 1943.

The clearing which consisted of sage brush was done very economically with a large V shaped clearing machine and a large rake pulled with a 75 H.P. caterpillar tractor, the clearing machine cut the sage brush off or pulled it out by the roots and the rake, raked the sage brush up into windrows where it was burned. Very little hand labor was required, the cost of clearing was approximately $13.00 per acre.

The grading was done with from two to five cats and carryall scrapers which were operated two 10 hour shifts per day when practical. Most of the equipment was rented and gave considerable trouble by breaking down. Winter weather and mud caused delay and lost time. Due to the mud the finishing of aprons and ditches was postponed until Spring.

A gravel pit near the old CCC Camp located about 2 miles south of the project, was stripped and used to furnish the pit run, screened and crushed gravel required. The pit run gravel was dug with a 3/4 Cu.Yd. shovel and hauled in from 10 to 25 - 4 cu.yd. trucks to the flight strip where it was spread and rolled.

A small crushing plant was erected near the pit and produced the 1" - 0" Screened gravel and the mineral aggregate required for oiling;approximately 60% of the gravel passed a 1" screen and was used for 1" - 0. The remainder was crushed to make the oil rock. The screened rock and the crushed rock was stockpiled near the crusher and was picked up and placed when required. Operations wer carried on two - 10 hour shifts per day when conditions would permit.

The Bituminous Wearing Surface was applied in May and June. The asphalt was hauled from Lakeview by transport and unloaded into a storage tank located near the project. The asphalt was reheated with a retort before it was spread.

The cook house shows a considerable loss due to the high cost of labor and supplies. Also several supervisors were given board without cost, which increased the loss.

The bid prices were high, but the contractor paid high rental rates on several pieces of equipment, a high wage scale and operated during the winter when the weather was very unfavorable. A fair profit was made, but with more favorable weather a much larger profit would have been realized.

E. H. Clymer,
Cost Analyst.

EHC/H
9/21/43

RECEIVED
SEP 4 1943
FOR FILING

FS-V

September 3, 1943

Hartford Accident & Indemnity Company
T. B. Watters, Agent
Klamath Falls, Oregon

Gentlemen:

You are hereby notified that state highway contract No. 2602 for work on the Alkali Lake Flight Strip Section of the Lakeview-Burns Highway, in Lake County, has been completed by the contractor, Clifford A. Dunn, and that final payment in the amount of $7,241.64 will be made on or after September 13, 1943.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues, or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

For your information we wish to advise that the total contract amount is $205,704.82 and that no force account work was performed therein. This contract was completed on July 3, 1943, and accepted by the Commission on August 23, 1943.

This notice is served upon you since you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

ED

NOTED
RUTH SMITH

RECEIVED
AUG 30 1943
FOR FILING

F-5-4

August 24, 1943

Clifford A. Dunn
Box 431
Klamath Falls, Oregon

Gentlemen:

The State Highway Commission, at its meeting on August 23, 1943, granted you the extension of time requested from June 15, 1943 to July 3, 1943, without penalty, in connection with contract No. 2602 for the Alkali Lake Flight Strip in Lake County.

Very truly yours,
STATE HIGHWAY COMMISSION

By
Secretary

HH

cc - W. E. Chandler
District Engineer

FS-4

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

RECEIVED
AUG 25 1943
FOR FILING

POST OFFICE BUILDING
PORTLAND, OREGON

August 21, 1943

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Final inspection of Oregon FS-4(1), Alkali Lake Flight Strip

_____, was made by a representative of this office on July 13, 1943.

Prompt submission of the final voucher will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
L. J. Caufield
Sr. Highway Engineer

RECEIVED
AUG 24 1943
STATE HIGHWAY COMMISSION

Jw—

RECEIVED
AUG 19 1943
FOR FILING

ES - U.

August 18, 1943

Hartford Accident and Indemnity Company
T. B. Watters, Agent
Klamath Falls, Oregon

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to Mr. Clifford A. Dunn, on contract No. 2602, covering the Alkali Lake Flight Strip, in Lake County. This payment, in the amount of $9,747.91, will be made on or after August 30, 1943. The retained percentage is $6,138.04.

The state is not advised of any unpaid claims for labor and materials, or of the existence of any claims, debts, dues, or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any. Kindly acknowledge receipt of this letter.

Very truly yours,
OREGON STATE HIGHWAY COMMISSION

By
Secretary

RW

Form E-1—6M—6-43

FS-4

OREGON STATE HIGHWAY COMMISSION
FIELD ENGINEER'S WEEKLY REPORT
FOR CONSTRUCTION PROJECTS ONLY

For Week Ending August 14, 1943, 19

Section Alkali Lake Flight Strip — Kind of work Grading, Surfacing & Bit. Macadam

Highway Lakeview-Burns — Section prefix 19-1007 FS 4

Contractor Clifford A. Dunn — Contract number 2602

Date of contract August 31, 1942, 19 — Date of completion June 15, 1943, 19

Date work started September 11, 1942, 19 — Estimated date of completion , 19

Amount of contract . . . . . $ 204,368.00 — Per cent of time elapsed %

Estimated cost of completed project, exclusive of engineering . . . . Semi-final . . . . . $ 204,910.20

Per cent of contract completed, based on total contract price . . . . . 100 %

Engineering cost to date, $ 9750., 4.77 % — Date project was completed July 3, 1943, 19

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Semi-final estimate of project submitted to the Bend Division Office on August 12.

RECEIVED
AUG 16 1943

NOTED
E. M. [illegible]

Signed A. A. Dozier

Address 1290 Wall St. Bend, Oregon.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	1.5	1.5		1.2	
Miles partially completed					
Miles completed	1.5	1.5		1.2	
Total estimated quantities	151,000	42000 Pit Run Gravel 7700 Scr. "		800 Tons oil 8300 Cy Aggregate	
Estimated quantities moved or placed to date	155,948.9	40302 Pit Run Gravel ~~8418.5~~ 8752 Scr. Gra		800.57 Tons oil 8418.5 cy Agg.	
Average daily quantities		Semi-final computations.			
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

..... County, ...%; ..... County, ...%; ..... County, ...%; ..... County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ....., Power graders ....., Rollers ....., Mixers ....., Crushing or screening plants .....

Compressors ....., Bulldozers ...., Sheep-foot rollers ....., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

STATE PRINTING DEPT.

F-2-4

August 2nd, 1943

Mr. H. H. Smith
District Engineer
Public Roads Administration
P. O. Box 3900
Portland 8, Oregon

Dear Sir:

Will you kindly concur in an extension of time to Clifford A. Dunn on the contract for the Alsea Lake Flight Strip, Contract No. 2668, FH-4, from June 15th, 1943 to July 3rd, 1943. The job was completed on August 31st, 1943, and work started on September 11th, 1943.

All work possible was completed during the fall and winter of 1942 and the shut down only was compelled to by heavy rains and freezing weather. The oiling was started as soon as the weather was suitable in the spring of 1943 and was carried ahead as fast as weather would permit.

I recommend that the extension be granted without penalty.

Very truly yours,

R. H. Baldock
State Highway Engineer

R

cc to: H. G. Smith

RECEIVED
FEB 27 1943
FOR FILING

FS-4

February 25, 1943

Mr. Clifford A. Dunn
P. O. Box 431
Klamath Falls, Oregon

Dear Sir:

Replying to your letter of February 20, 1943, concerning wind cones for use on the Alturas Lake and Sumo Flight Strip Projects, we feel that the Crosswell-Lincln Company fixture, complete as shown on their Drawing No. 937-G84, is satisfactory for use on these projects.

With reference to the method of attaching this fixture to the specified wood post, we have given this matter further study and believe that a satisfactory attachment can be made by using a 30-inch section of 3½" pipe extending from part No. H 976 of the above fixture to the top of the post and set in the post a distance of 12 inches, as more completely shown on our sketch dated February 24, 1943, three copies of which are enclosed herewith.

The use of the above fixture, and the method of attaching, as shown on our new sketch, will be acceptable to us.

We return herewith Drawing No. 937-G84 and our previous drawing dated January 21, 1943.

Very truly yours,

E. H. BALDOCK
Chief Engineer

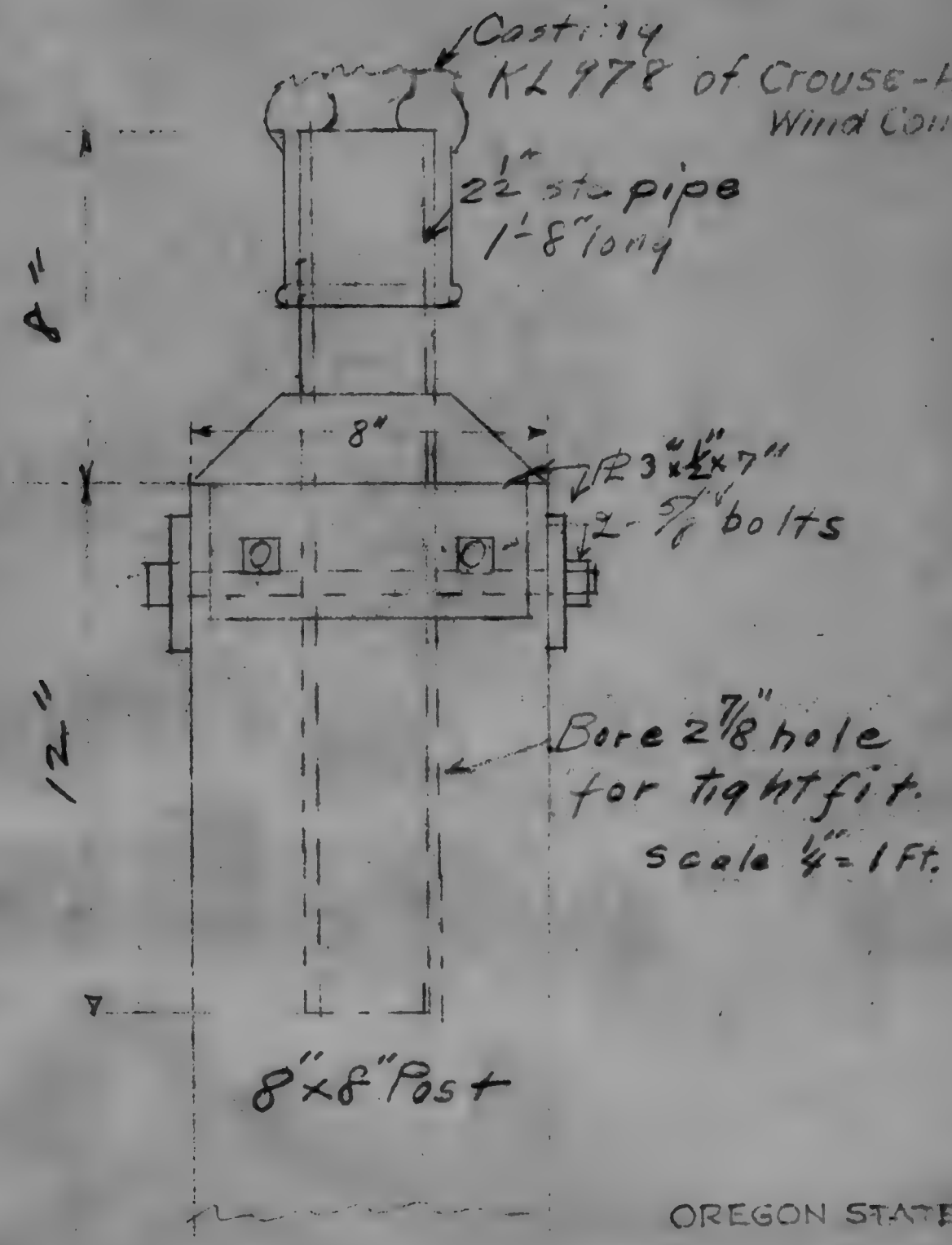
By

E. E. Probert
Office Engineer

WHO'Z:ER

2 cc to E. G. Smith
cc to Paul Van Soay
E. E. Chandler
E. G. Kleinsorge
John T. Smith

Enclosures



OREGON STATE HWY. DEPT.

WIND CONE-POST CONNECTION

Feb. 24, 1943

TELEPHONE 965

P. O. Box 431

CLIFFORD A. DUNN

GENERAL CONTRACTOR

KLAMATH FALLS, OREGON

Feb. 20, 1943

Oregon State Highway Commission,
Salem, Oregon

Attention Mr. H. G. Smith:

Gentlemen:

I am enclosing a letter from Crouse-Hinds Company, which I trust you will return after an examination.

It seems, however, that their suggestion might be a good one and I will delay writing them until I hear from you. Please refer to "Oregon State Highway Commission, Wind Cone Bracket, January 21st, 1943" drawing as submitted to me.

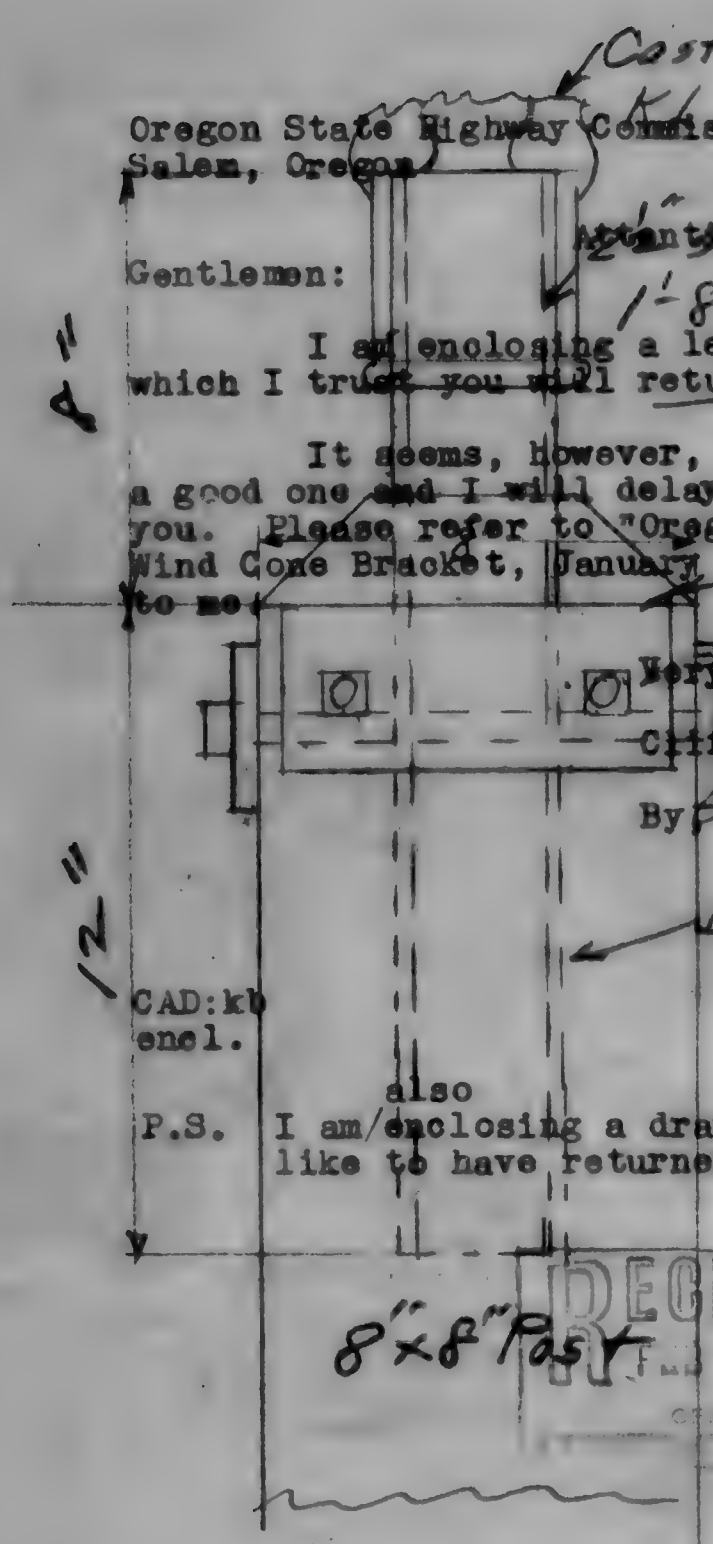
Very truly yours,

Clifford A. Dunn.

By

CAD:kb
encl.

also
P.S. I am enclosing a drawing #937-GH4, which we would like to have returned as we do not have another.



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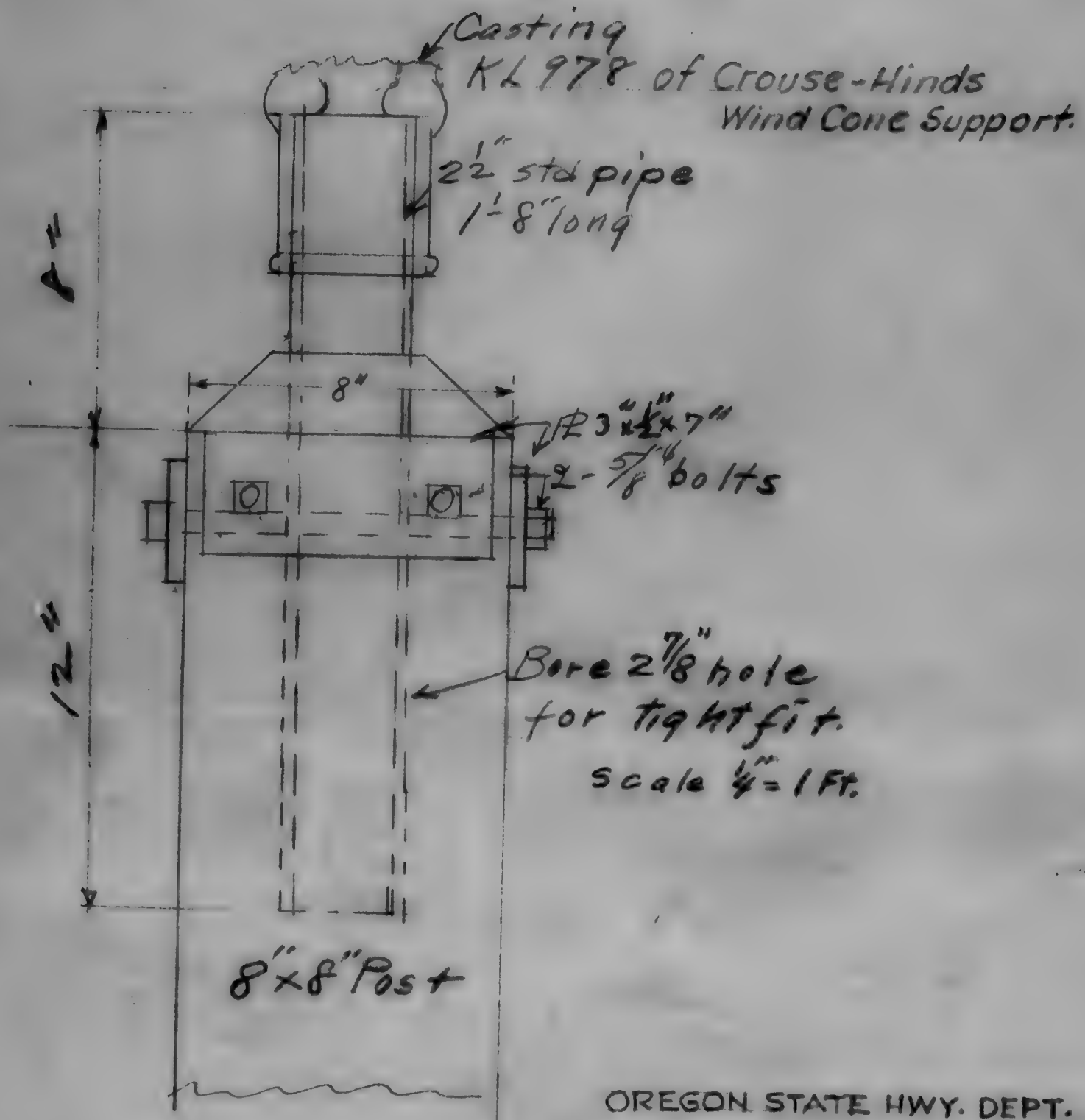
FEB 23 1943

OREGON STATE HWY. DEPT.
WIND CONE-POST CONNECTION
Feb. 24, 1943



OREGON STATE HWY. DEPT.

WIND CONE-POST CONNECTION

Feb. 24, 1943

TELEPHONE 965

P. O. Box 431

CLIFFORD A. DUNN

GENERAL CONTRACTOR

KLAMATH FALLS, OREGON

Feb. 20, 1943

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Salem, Oregon

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Very truly yours,

Clifford A. Dunn.

By

CAD:kb
encl.

P.S. I am also enclosing a drawing #937-GH4, which we would like to have returned as we do not have another.

RECEIVED
FEB 22 1943
OFFICE OF
DIVISION ENGINEER

H.B. CROUSE, PRESIDENT
W.L. HINDS, VICE-PRESIDENT
A.F. HILLS, VICE-PRESIDENT
W.C. BLANDING, TREASURER
H.B. CROUSE, JR., SECRETARY

CROUSE-HINDS COMPANY

ESTABLISHED 1897

MANUFACTURERS OF ELECTRICAL PRODUCTS

C.M. CROFOOT
F.F. SKEEL
COMMERCIAL VICE-PRESIDENTS

AIR MAIL SYRACUSE, N.Y., U.S.A. February 15, 1943

Mr. Clifford A. Dunn
P. O. Box 431
Klamath Falls, Oregon

RECEIVED
FEB 22 1943

Subject: Your Orders No. 1609A and 1609B
Alkali Lake Flight Strip
Rome Flight Strip

Gentlemen:

With reference to your letter of January 26 and our letter of February 3, we are glad to advise that we have received a release from the War Production Board, Washington, D. C., allowing us to go ahead with the manufacture of the wind cone fixtures called for on your above orders.

With reference to your letter of January 26, Paragraph #2, we do not manufacture or sell the hardware required for the installation of the wind cone fixture on the pole, as shown on your drawing, one copy of which we are returning, attached. Our fixture would include the part as outlined in our original quotation of December 22, which are shown in more detail on Drawing 937-GH4. The equipment which we are furnishing you would include also the cloth wind sock, in addition to the metal parts shown on 937-GH, attached. As shown on this drawing, our assembly includes the vertical supporting pipe constructed of double extra-heavy 1" pipe with a slip fitter at the base for 2-1/2" pipe. It is possible, of course, to remove the 2-1/2" slip fitter if this equipment is not desired, and it is preferred to insert the 1" pipe directly in a 1-1/4" pipe, as shown on your detail drawing. We might suggest, however, that it may be preferable to use the 2-1/2" slip fitter and increase the size of the pipe as shown on your drawing at the bottom from 1-1/4" to 2-1/2", thus providing a stronger support at the top of the wood pole where the maximum strain occurs.

CROUSE-HINDS COMPANY

TO Mr. Clifford A. Dunn NO. -2- DATE February 15, 1943

We are glad to advise that it now appears that we will be able to make shipment earlier than the 75 days quoted originally. It now appears that we can ship out the fixtures within the next 30 days.

Very truly yours,

J. S. Haney

Illumination Department

J. S. Haney
MME

RECEIVED
FOREST
F. 4

February 15, 1943

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon.

FS-4

Dear Sir:

Reference is made to Mr. Probert's letter of Feb. 10th requesting approval of the substitution of 14-gauge barbed wire for the 12-1/2-gauge as specified for fence construction in the contracts for Oregon FS-2 and FS-4, Rome and Alkali Lake Flight Strip Projects.

As this substitution is necessary due to Federal regulations prohibiting the manufacture of the 12-1/2-gauge barbed wire, we will recommend for approval the substitution requested.

Very truly yours,

W. H. LYNCH
District Engineer

By
L. J. Canfield
Sr. Highway Engineer

RECEIVED

Stencil No. 124

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

FS-4 (1)

February 3, 1943

POST OFFICE BUILDING
PORTLAND, OREGON

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Oregon FS-4 (1)
Alkali Lake Flight Strip

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the _____ project agreement and certificate for the above-numbered project.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
L. J. Caufield
Sr. Highway Engineer

Encl.

RECEIVED
FEB 4 - 1943
OREGON
STATE HIGHWAY COMMISSION

For

WAVp. 16268

Form P. R. 2

State Oregon

Flight Strip Project No. FS 4(1)

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 5th day of November, 1942

by and between The Oregon State Highway Commission

, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Federal Works Administrator, hereinafter called the Administrator, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto: particularly Sec. 8 of the Act approved Nov. 19, 1941 (Public No. 295 - 77th Congress)

Whereas the Highway Department of said State submitted on the _____ day of _____, 19____, a project statement, which was approved on the _____ day of _____, 19____, for the proposed construction of a project consisting of the road hereinafter described; and

STRICKEN OUT

Whereas the Highway Department, in accordance with the rules and regulations promulgated for the administration of the Federal Highway Act, has furnished surveys, plans, specifications, and estimates for Section _____ of said project which were recommended for approval by the District Engineer of the Public Roads Administration on the 12th day of August 19 42; and

Whereas the Administrator has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of two hundred twenty-six thousand, three hundred four and 80/100

dollars ($ 226,304.80) as the share of the United States payable under said act on account of Section _____ of said project, which does not exceed the Federal pro-rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Administrator do hereby mutually agree as follows:

16—11370

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(*a*) By the State _____
(Include date and citation of act of legislature by which authorized)

(*b*) From other sources by the Federal Government, pursuant to Section 8 of the Act approved Nov. 19, 1941 (Public No. 295 - 77th Congress)
(State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following [redacted] plans, and specifications: flight strip,

Between Alkali Lake Flight Strip in Lake County, in T. 23 S., and T. 24 S., R. 23 E., W.M.

[redacted], in Lake County, being [redacted] Oregon Flight Strip project No. FS 4(1), [redacted]

[redacted]

16—11379 GPO

RECEIVED JAN 27 1943
RECEIVED NOV 21 1942 FLIGHT STRIPS
RECEIVED NOV 14 1942 DISTRICT 1
RECEIVED JAN 29 1943 DISTRICT 1
RECEIVED OCT 16 1942 DISTRICT 1

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Administrator or his agents, and in accordance with the laws of said State, the rules and regulations of the Administrator, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Administrator or his authorized representatives. Such construction work as may be performed by force account shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Administrator, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

16—11379

(b) This agreement is entered into in accordance with the provisions of Section 8 of the Defense Highway Act of 1941, approved November 19, 1941 (Public No. 295 - 77th Congress)

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of [redacted] said project shall not in any event exceed the sum of two hundred twenty-six thousand, three hundred four and 80/100 dollars ($ 226,304.80), certified to the Secretary of the Treasury as above mentioned, which [redacted] is [redacted] the approved total estimated cost [redacted] of said project.

PAYMENTS

ARTICLE V. As the construction of said project progresses, the Administrator shall from time to time draw warrants on the Secretary of the Treasury for the payment to The State Treasurer

(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon

(Name)

of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Administrator after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

The Administrator reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit:

(Include reference to statute authorizing

[illegible] and probable amount annually available)

STRICKEN OUT

RECEIVED JAN 27 1943 [illegible]

RECEIVED NOV 21 1942 FLIGHT [illegible]

RECEIVED * NOV 14 1942 * DISTRICT 1

RECEIVED * OCT 16 1942 * DISTRICT 1

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 128.

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Administrator on the _____ day of DEC 31 1942, 19__

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Henry L. Cabell
Chairman, State Highway Commission
(Title of officer)

By Herman M. Cloyd
Member, State Highway Commission
(Title of officer)

By Herman Oliver
Member, State Highway Commission
(Title of officer)

By _____
(Title of officer)

By _____
(Title of officer)

By _____
(Title of officer)

FEDERAL WORKS ADMINISTRATOR,

By W. W. Terry
Acting Commissioner of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE 19—11270

Form PR. 3—Revised

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

THE SECRETARY OF THE TREASURY, AND

THE STATE HIGHWAY DEPARTMENT OF THE STATE OF Oregon

Pursuant to the acts above cited, I hereby certify—

FIRST. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a ~~flight strip~~ Flight Strip designated in the records of this Agency as Project No. FS 4(1) State of Oregon

SECOND. That in accordance with said provisions I have approved the sum of $ 226,304.80 as the total estimated cost of said project, and the sum of $ 226,304.80 as the share of the United States, payable under said acts on account of such project, which [redacted] is the [redacted] total estimated cost.

Done at the city of Washington, this ..... day of .....

one thousand nine hundred and DEC 31 [illegible]

FEDERAL WORKS ADMINISTRATOR,

By .....
Acting Commissioner of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE 16—10130

RECEIVED
DEC 30 1942
FOR FILING

ES-4

Dec. 14, 1942.

Construction Branch,
War Production Board,
Washington, D. C.

Gentlemen:

Please consider this as our request for an extension of time on Limited Preference Rating Order No. P-19-E, Serial No. 32972, which expires Dec. 31, 1942.

Information supporting this request is as follows:

1 - The original order was issued to cover the construction of The Alkali Lake Flight Strip near Alkali Lake in Lake County, Oregon. This is a project to grade and surface an emergency landing field for Army planes, known as Federal Aid Project No. Oregon Flight Strip Project FS-4(1).

2 - Construction started - Sept. 11, 1942.

3 - Construction is 45% complete at the present time.

4 - All work on this project should be completed on or before June 15, 1943. Due to the late date of the awarding of the contract and unfavorable weather, work could not be completed during 1942. Completion date of this project is June 15, 1943.

5 - The existing order has been extended to the purchase of the following items:

Woven Wire Stock Fence	1100	Rods	$ 486.00
Barbed Wire	28	Spools	69.12
Standard 12' Gate	1	Each	12.00
Staywire	100	lbs.	8.00
Staples	300	"	24.00
Spikes	100	"	8.00
Repair Parts		Lot	1746.09

Construction Branch - 2

6 - An amended order will be required to aid in the purchase of Iron, Bolts, Bronze and Repair Parts that can no longer be obtained under an A-10 rating made available by Preference Rating Order No. P-122. The dollar value of these items is estimated at $1850.00. The account expended for repairs will be governed by Limitation Order L-192.

It is requested that this extension be granted on or before Jan. 1st, 1943, as the contractor will be unable to secure repair parts and critical materials after Dec. 31, 1942.

Very truly yours,

C. B. McCULLOUGH,
Asst. Chief Engineer.

CC to
Public Roads Administration

H

RECEIVED
NOV 10 1942
FOR FILING

Oenet
Fed Aid
Priorities

Charge to the account of $

CLASS OF SERVICE DESIRED			
DOMESTIC		CABLE	
TELEGRAM		ORDINARY	
DAY LETTER		URGENT RATE	
SERIAL		DEFERRED	
OVERNIGHT TELEGRAM		NIGHT LETTER	
SPECIAL SERVICE		SHIP RADIOGRAM	

Patrons should check class of service desired; otherwise the message will be transmitted as a telegram or ordinary cablegram.

WESTERN UNION

1217-B

CHECK

ACCOUNTING INFORMATION

TIME FILED

A. N. WILLIAMS, PRESIDENT
NEWCOMB CARLTON, CHAIRMAN OF THE BOARD
J. C. WILLEVER, FIRST VICE-PRESIDENT

Send the following telegram, subject to the terms on back hereof, which are hereby agreed to

WANT A REPLY?
"Answer by WESTERN UNION" or similar phrases may be [illegible] without charge.

RECEIVED
NOV 10 1942
FOR FILING

SALEM OREGON
NOVEMBER 9 1942

E D SCOTT
ENTERPRISE ENGINE & FOUNDRY COMPANY
18th & FLORIDA STREETS
SAN FRANCISCO CALIFORNIA

WE HAVE RECEIVED THE FOLLOWING TELEGRAM FROM THE WAR PRODUCTION BOARD: "CLIFFORD A. DUNN IS HEREBY AUTHORIZED TO APPLY A RATING OF AA 3 TO THE VALUE OF $2500 REQUIRED FOR LABOR AND PARTS TO OVERHAUL ONE D H W 6 DIESEL ENGINE. EMERGENCY REPAIRS. EXTENSIBLE IN ACCORDANCE WITH PRIORITIES REGULATION NUMBER THREE EMERGENCY RATING FILE 9650 A CONFIRMATION WILL FOLLOW."

YOU MAY NOW COMPLETE THE REPAIR WORK ON THIS ENGINE AS SOON AS POSSIBLE

Copy to
Confirmation
File
Clifford A. Dunn
E.H. Glymer

R H BALDOCK
CHIEF ENGINEER
OREGON STATE HIGHWAY COMMISSION

Aprl
F. A. Aid
Prioritied

CLASS OF SERVICE DESIRED			
DOMESTIC		CABLE	
TELEGRAM	X	ORDINARY	
DAY LETTER		URGENT RATE	
SERIAL		DEFERRED	
OVERNIGHT TELEGRAM		NIGHT LETTER	
SPECIAL SERVICE		SHIP RADIOGRAM	

Patrons should check class of service desired; otherwise the message will be transmitted as a telegram or ordinary cablegram.

FOR FILING

File

COPY OF WESTERN UNION TELEGRAM

SALEM, OREGON
NOVEMBER 4TH, 1942

PUBLIC ROADS ADMINISTRATION
PORTLAND, OREGON

NEW LETTER NOVEMBER SECOND ALKALI LAKE FLIGHT STRIP OREGON P8 TWO AND FOUR, FPRA APPLICATION CLIFFORD DUNN CONCERNING AA-3 PREFERENCE RATING TO OVERHAUL DIESEL ENGINE BY ENTERPRISE ENGINE AND FOUNDRY COMPANY CASE No. 66686. ENTERPRISE ENGINE AND FOUNDRY COMPANY ADVISES THAT AN AA-3 RATING OR BETTER IS REQUIRED. PARTS CANNOT BE SUPPLIED ON A-1-A RATING GRANTED. CRUSHING PLANT IS IDLE AND CANNOT OPERATE UNTIL ENGINE IS OVERHAULED. NEED AN AA-3 RATING URGENTLY.

R. H. BALDOCK

CONFIRMATION

RECEIVED
NOV 10 1942
FOR FILING

FEDERAL WORKS AGENCY
Public Roads Administration
8010-20 Oregon

DAY LETTER

Portland, Oregon
November 9, 1942

R. H. Baldock
State Highway Engineer
Salem, Oregon

REFERENCE OREGON FLIGHT STRIPS 2 AND 4 CLIFFORD A DUNN IS HEREBY AUTHORIZED TO APPLY A RATING OF AA-3 TO THE VALUE OF $2500 REQUIRED FOR LABOR AND PARTS TO OVERHAUL ONE DMF-6 DIESEL ENGINE. EMERGENCY REPAIRS. EXTENDABLE IN ACCORDANCE WITH PRIORITIES REGULATION #3. EMERGENCY RATING FILE #9650-A. CONFIRMATION WILL FOLLOW WHEN RECEIVED

Caufield

Paid Gov't Rate

NOTED

RECEIVED
NOV 13 1942

RECEIVED

Aaust
Fed Aid
Priorities

CLASS OF SERVICE DESIRED			
DOMESTIC		CABLE	
TELEGRAM		ORDINARY	
DAY LETTER		URGENT RATE	
SERIAL		DEFERRED	
OVERNIGHT TELEGRAM		NIGHT LETTER	XX
SPECIAL SERVICE		SHIP RADIOGRAM	

Patrons should check class of service desired; otherwise the message will be transmitted as a telegram or ordinary cablegram.

NOTED
State Highway Engineer

COPY OF WESTERN UNION TELEGRAM

SALEM OREGON OCT 26, 1942.

PUBLIC ROADS ADMINISTRATION

PORTLAND OREGON

REFERENCE TO PD-1A APPLICATION FOR AA-3 PREFERENCE RATING REQUIRED BY ENTERPRISE ENGINE AND FOUNDRY COMPANY SAN FRANCISCO TO OVERHAUL DIESEL ENGINE FOR CLIFFORD DUMB CONTRACTOR ON ALKALI LAKE FLIGHT STRIP WHICH WAS SUBMITTED TO YOU SEPTEMBER 24, 1942.

MAURY MAVERICK WAR PRODUCTION BOARD WASHINGTON D C ADVISES US THAT PD-1A APPLICATION HAS NOT BEEN RECEIVED ENGINE HAS BEEN TORN DOWN AND PARTS WILL NOT BE AVAILABLE UNTIL RATING IS GRANTED ENGINE URGENTLY NEEDED FOR CRUSHING PLANT ON FLIGHT STRIPS.

IF PD-1A APPLICATION HAS BEEN LOST IN TRANSIT A DUPLICATE SHOULD BE FORWARDED AT ONCE.

R H BALDOCK

RECEIVED
SEP 28 1942
FOR FILING

Const
Fed Aid
Priorities

September 24, 1942

Public Roads Administration
Box 3900
Portland, Oregon

Gentlemen:

Subject: Priorities

We are enclosing an application, Form No. PD-1A, for a preference rating higher than an A-1-c to be used for the repairs on an Enterprise engine owned by Mr. C. A. Dunn, Klamath Falls, Oregon. This engine will be used on the Alkali Lake Flight Strip and the Rome Flight Strip Projects.

Very truly yours,

R. H. Baldock
Chief Engineer

RHB:MB
Enclosure
cc R. E. Glymer

RECEIVED
NOV 1 2 1942
FOR FILING

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREGON

IN YOUR REPLY PLEASE
REFER TO FILE No. (Stencil #28)

October 21, 1942

FS-4 (1)

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Oregon FS 4 (1)
Alkali Lake Flight Strip

Dear Sir:

We are forwarding herewith two copies of proposed project agreement for signature and return to this office.

Enclosed is an approved copy of the detail estimate, upon which the agreement was based, together with approved copy of specifications.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
L. J. Caufield
Sr. Highway Engineer

RECEIVED
OCT 22 1942
OREGON
STATE HIGHWAY COMMISSION

F20

Oregon State Highway Department

Oregon Flight Strip
Project No. FS 4 (1)

ALKALI LAKE FLIGHT STRIP PROJECT

IN LAKE COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, October 8, 1942

All Required	Preliminary Engineering			$ 1,500.00
Construction				
All Required	Clearing and Grubbing			$ 7,000.00
151,000 cu. yds.	General Excavation, Unclassified	$ 0.45		67,950.00
All Required	Finishing and Trimming Earthwork			2,000.00
40 lin. ft.	18" Concrete Pipe	2.70		108.00
42,000 cu. yds.	Pit-run Gravel in Subbase and Surfacing	1.20		50,400.00
7,700 cu. yds.	Screened Gravel in Base	1.75		13,475.00
2,400 M-gals.	Sprinkling	3.00		7,200.00
All Required	Preparation of Base			3,000.00
8,300 cu. yds.	Furnishing and Placing Aggregates	3.00		24,900.00
530 tons	Furnishing and Placing 151-200 Asphalt	32.00		16,960.00
270 tons	Furnishing and Placing RC-3 Asphalt	32.50		8,775.00
1,100 rods	Woven Wire Fence	2.00		2,200.00
2 only	Wind Cones	200.00		400.00
		Subtotal		$204,368.00
		10% Engr. & Cont.		20,436.80
		Total		$224,804.80

Length ~~1.515 miles~~

Federal Flight Strip Funds Requested:

Preliminary Engineering	$ 1,500.00
Construction	224,804.80
	$226,304.80

RECEIVED OCT 9 1942 DISTRICT 1
RECEIVED OCT 10 1942 DIVISION
RECEIVED OCT 16 1942 DISTRICT 1
OCT 8 1942
OCT 13 1942

RECEIVED
NOV 17 1942
FOR FILING

FS-4 (1)

October 8, 1942

Mr. W. H. Lynch
District Engineer
Public Roads Administration
Post Office Box 3900
Portland, Oregon

Dear Sir:

Herewith are seven copies of estimate as basis for project agreement for the Alkali Lake Flight Strip, Project No. FS 4 (1).

Very truly yours,

R. H. BALDOCK
Chief Engineer

By

S. H. Probert
Office Engineer

Dict. by R. Alvick/GS

Encl.

Oregon State Highway Department

Oregon Flight Strip
Project No. FS 4 (1)

ALKALI LAKE FLIGHT STRIP PROJECT

IN LAKE COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, October 8, 1942

All Required		Preliminary Engineering		$ 1,500.00
Construction				
All Required		Clearing and Grubbing		$ 7,000.00
151,000	cu. yds.	General Excavation, Unclassified	$ 0.45	67,950.00
All Required		Finishing and Trimming Earthwork		2,000.00
40	lin. ft.	18" Concrete Pipe	2.70	108.00
42,000	cu. yds.	Pit-run Gravel in Subbase and Surfacing	1.20	50,400.00
7,700	cu. yds.	Screened Gravel in Base	1.75	13,475.00
2,400	M-gals.	Sprinkling	3.00	7,200.00
All Required		Preparation of Base		3,000.00
8,300	cu. yds.	Furnishing and Placing Aggregates	3.00	24,900.00
530	tons	Furnishing and Placing 1A1-200 Asphalt	32.00	16,960.00
270	tons	Furnishing and Placing RC-3 Asphalt	32.50	8,775.00
1,100	rods	Woven Wire Fence	2.00	2,200.00
2	only	Wind Cones	200.00	400.00
			Subtotal	$204,368.00
			10% Engr. & Cont.	20,436.80
			Total	$224,804.80

Length 1.515 miles

Federal Flight Strip Funds Requested:

Preliminary Engineering	$ 1,500.00
Construction	224,804.80
	$226,304.80

Oregon State Highway Department

Oregon Flight Strip
Project No. FS 4 (1)

ALKALI LAKE FLIGHT STRIP PROJECT

IN LAKE COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, August 11, 1942

All Required		Preliminary Engineering		$ 1,500.00
Construction				
All Required		Clearing and Grubbing		$ 3,000.00
151,000	cu. yds.	General Excavation, Unclassified	$ 0.40	60,400.00
All Required		Trimming and Finishing Earthwork		3,500.00
40	lin. ft.	18" Concrete Pipe	3.00	120.00
42,000	cu. yds.	Pit-run Gravel in Subbase and Surfacing	1.45	60,900.00
7,700	cu. yds.	Screened Gravel in Base	1.85	14,245.00
2,400	M-gals.	Sprinkling	2.00	4,800.00
All Required		Preparation of Base		2,000.00
8,300	cu. yds.	Furnishing and Placing Aggregates	3.50	29,050.00
530	tons	Furnishing and Placing 151-200 Asphalt	35.00	18,550.00
270	tons	Furnishing and Placing RC-3 Asphalt	35.00	9,450.00
1,100	rods	Woven Wire Fence	3.00	3,300.00
2	only	Wind Cones	100.00	200.00
			Subtotal	$ 209,515.00
			10% Engr. & Cont.	20,951.50
			Total	$ 230,466.50
		Length	1.514 miles	

Federal Flight Strip Funds Requested:

Preliminary Engineering	$ 1,500.00
Construction	230,466.50
	$ 231,966.50

PR 46

Alkali Lake Flight Strip Project

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

Sheet 1 of 1 Sheets

Estimate of Materials Required for Roadway
(To Accompany P.S. & E.)

Starting Date (Est.) Sept. 8, 1942 State Oregon

Completion Date (Est.) June 15, 1943 Project No. FS 4 (1)

Estimated Total Cost Flight Strip $ 720,246.50 Length: Miles 1.515

Code	Material Item	Unit	Quantity	Code	Material Item	Unit	Quantity
1	Cement	Bbl.	3	6	Metal culvert pipe	Lb.	
2	Aggregates	Cy.	3	7	Reinforcing steel	Lb.	
3	Bituminous mat.	Gal.	191,000	8	Structural steel	Lb.	
4	Lumber	M.	240	10	Explosives	Lb.	
5	Timber piling	Lft.					

ALKALI LAKE FLIGHT STRIP

PROJECT NO. FS 4 (1)

The lands on which the flight strip is located is Government-owned and has been reserved by the War Department.

R. H. BALDOCK
Chief Engineer

By

S. H. Probert
Office Engineer

August 11, 1942

RECEIVED
SEP 24 1942
ECW FILING

71-4-1

September 23, 1942

Mr. Clifford A. Dunn
Box 431
Klamath Falls, Oregon

Dear Sir:

We are sending you today by express a fully executed copy of contract No. 2602, which was awarded to you on August 31, 1942, by the State Highway Commission, covering grading, surfacing and bituminous treatment on the Alkali Lake Flight Strip Section of the Lakeview-Burns Highway, in Lake County. This copy is for your records and files.

We are also sending an executed copy to the surety on your bond.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

BS

RECEIVED
SEP 24 1942
FOR FILING

September 23, 1942

Hartford Accident & Indemnity Company
T. B. Watters, Agent
Klamath Falls, Oregon

Gentlemen:

We are sending you today by express a fully executed copy of contract No. 2602, which was awarded to Clifford A. Dunn on August 31, 1942, by the State Highway Commission, covering work on the Alkali Lake Flight Strip, on the Lakeview-Burns Highway, in Lake County.

This copy is for your records and files.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

RS

RECEIVED
FOR FILING
FS - 4

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

September 18, 1942

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to Mr. Probert's telephone call concerning the boarding of the engineering party which is located on the Alkali Lake Flight Strip, Oregon FS-4.

The matter has been discussed at considerable length here and it seems that the most feasible procedure will be for you to submit a letter outlining all of the circumstances in order that we may present the matter to Washington for a decision.

The principle question involved seems to be the 50¢ which, we understand, you propose to pay to the contractor in order to make up the difference between the $1.00 which will be deducted from the men's salaries and the $1.50 which the contractor charges for board.

We believe it is better to proceed in this manner rather than to let it go until the final voucher is submitted, at which time the decision is more likely to be unfavorable than if presented in advance.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
L. J. Caufield
Sr. Highway Engineer

HARTFORD FIRE INSURANCE COMPANY
HARTFORD ACCIDENT AND INDEMNITY COMPANY

T. B. WATTERS
General Insurance and Surety Bonds
Real Estate - Investment Securities
PHONE 4193
615 MAIN STREET
KLAMATH FALLS, OREGON

FS - 4

September 16, 1942.

Mr. Harold Glaisyer, Secretary
Oregon State Highway Commission,
Salem, Oregon

Dear Sir:

As requested I have added by signature as Resident Agent to the enclosed four copies of contract and bond of C. A. Dunn.

Yours very truly,

T. B. Watters
T. B. WATTERS

CMS
Enc.

RECEIVED
SEP 17 1942

T. B. WATTERS

GENERAL INSURANCE AGENCY
REAL ESTATE
TELEPHONE AND 615 MAIN STREET
KLAMATH FALLS, OREGON

Sept. 15, 1942

Mr. T. B. Watters, Agent
Hartford Accident & Indemnity Co.
615 Main Street
Klamath Falls, Oregon

Dear Sir:

This acknowledges receipt of your letter of September 4, 1942, with Power of Attorney inclosed, authorizing you to execute bonds on behalf of Mr. Clifford A. Dunn in the amount of $250,000 each, being in connection with state highway contracts No. 2602 and No. 2603, recently awarded to Mr. Dunn.

I am returning to you, herewith, the above-mentioned Power of Attorney with a request that you file it with the State Insurance Commissioner, along with the customary fee of $2.00. When said Power of Attorney has been filed with the Insurance Commissioner he will approve the bonds on Mr. Dunn's contracts.

Very truly yours,

HBG:AM

Secretary

cc - Mr. Clifford A. Dunn
Box 431
Klamath Falls, Oregon

T. B. WATTERS

GENERAL INSURANCE AND SURETY BONDS
REAL ESTATE . . . INVESTMENT SECURITIES
TELEPHONE 4193 - 615 MAIN STREET
KLAMATH FALLS, OREGON

September 14, 1942.

H. B. Glaisyer, Secretary,
Oregon State Highway Commission,
Salem, Oregon

Dear Sir:

I enclose herewith Power of Attorney authorizing me to execute bonds on behalf of Cliff Dunn in the amount of $250,000.00 each.

Yours very truly,

T. B. Watters
T. B. WATTERS

CMS
Enc.

RECEIVED
SEP 15 1942
STATE

REFERRED TO
Miss Morrison
BY SECRETARY

5617

P. O. Box 481

CLIFFORD A. DUNN

GENERAL CONTRACTOR

Klamath Falls, Oregon

September 10, 1942

Oregon State Highway Dept.
Salem, Oregon

Attention: Mr. H. B. Glaisyer

Gentlemen:

Replying to your letter of September 8th, I am informed that the Hartford Accident & Insurance Company will forward the necessary authority from San Francisco.

This should be received by you within the next two days. If not, please inform me, and I will take necessary action.

Very truly yours,

C. A. DUNN

CAD: jd

REFERRED TO
Miss Monson
BY SECRETARY
has not return

RECEIVED
SEP 9 - 1942
FOR FILING
FS-4

Clifford A. Dunn
STATE CONTROLLER

September 8, 1942

Mr. Clifford A. Dunn
Box 431
Klamath Falls, Oregon

Dear Sir:

This acknowledges receipt of four copies each of contracts No. 2602 and No. 2603 returned by you to this office.

The State Insurance Commissioner advises that Mr. T. B. Watters, surety on your bond, does not have power-of-attorney, on file in his office, in an amount exceeding $100,000. Therefore, inasmuch as the bond on each of the above-mentioned contracts exceeds $200,000, the Insurance Commissioner could not approve your bonds.

If Mr. Watters has authority to exceed $100,000 it might be well for him to file the same with the State Insurance Commissioner in order that your bonds may be approved.

Will you please advise us when such authority has been filed.

Very truly yours,

[redacted]:AM
cc - T. B. Watters
Klamath Falls, Oregon

Secretary

5617

P. O. Box 491

CLIFFORD A. DUNN

GENERAL CONTRACTOR

Klamath Falls, Oregon

September 5, 1942

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

We are forwarding to you express today, four copies each of the Alkali Lake Flight Strip Contract, and the Rome Flight Strip Contract, #2602 and #2603.

Very truly yours,

C. A. DUNN

CAD:jd

RECEIVED
SEP 2
FOR FILE

FS-4

September 1, 1942

Mr. Clifford A. Dunn
Box 431
Klamath Falls, Oregon

Dear Sir:

We are sending you today by express four copies of contract No. 2602 which was awarded to you by the State Highway Commission on August 31, 1942, covering, grading, surfacing and bituminous macadam on the Alkali Lake Flight Strip, on the Lakeview-Burns Highway, in Lake County.

Kindly execute all four copies of this contract as to agreement and bond and return them to this office for approval by the State Highway Commission. When this has been done a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the paragraph under Section 6, Page 15, of the printed Special Provisions, relating to the Workmens Compensation Act. You are expected to accept the terms of this act and to carry on your work under this contract in strict conformance thereto.

Your attention is also called to the paragraph on the same page relating to payment by the contractor of amounts due hospital associations, et cetera.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

RS

NOTED
D. G. DeSart

RECEIVED
AUG 31 1942
FOR FILING

FS 4(1)

August 31, 1942

Mr. C. A. Dunn
Box 431
Klamath Falls, Oregon

Dear Sir:

Confirming my telegram to you of this date, the State Highway Commission has today awarded to you the following contracts:

Alkali Lake Flight Strip Project on the Lakeview-Burns Highway, in Lake County. Based on your low bid of $204,968.00, submitted on August 27, 1942.

Burns Flight Strip Project on the I.O.K. Secondary Highway, in Malheur County. Based on low bid of $201,645.00, submitted on August 27, 1942.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

MK

cc - S. H. Probert
C. S. Pearce

CLASS OF SERVICE DESIRED			
DOMESTIC		CABLE	
TELEGRAM		ORDINARY	
DAY LETTER		URGENT RATE	
SERIAL		DEFERRED	
OVERNIGHT TELEGRAM		NIGHT LETTER	
SPECIAL SERVICE		SHIP RADIOGRAM	

Persons should check class of service desired; otherwise the message will be transmitted as a telegram or ordinary cablegram.

COPY OF WESTERN UNION TELEGRAM

SALEM, OREGON
AUGUST 31, 1942

MR. C. A. DUNN
BOX 431
KLAMATH FALLS, OREGON

STATE HIGHWAY COMMISSION AWARDED YOU TODAY CONTRACTS FOR ALKALI LAKE FLIGHT STRIP PROJECT ON LAKEVIEW-BURNS HIGHWAY, LAKE COUNTY, AND ROME FLIGHT STRIP PROJECT ON L.C.H. SECONDARY HIGHWAY, MALHEUR COUNTY, BASED ON YOUR LOW BIDS SUBMITTED ON AUGUST 27, 1942. CONTRACT FORMS FOLLOW SHORTLY.

H. B. GLAISYER, SECRETARY
STATE HIGHWAY COMMISSION

File

FS 4 (1)

STANDARD TIME INDICATED

RECEIVED AT

TELEPHONE YOUR TELEGRAMS TO POSTAL TELEGRAPH

Form 16

Postal Telegraph

THIS IS A FULL RATE TELEGRAM, CABLEGRAM OR RADIOGRAM UNLESS OTHERWISE INDICATED BY SYMBOL IN THE PREAMBLE OR IN THE ADDRESS OF THE MESSAGE. SYMBOLS DESIGNATING SERVICE SELECTED ARE OUTLINED IN THE COMPANY'S TARIFFS ON HAND AT EACH OFFICE AND ON FILE WITH REGULATORY AUTHORITIES.

R36 25/23 GOVT DL=NX PORTLAND ORE 31 1224P

R H BALDOCK=

STATE HIGHWAY ENGINEER (SALEM ORE)= 1942 AUG 31 PM 12 36

=REURTEL TODAY WE HEREBY CONCUR TODAY IN AWARD OF CONTRACT FOR OREGON FS-4(1) ALKALI LAKE FLIGHT STRIP TO C A DUNN LOW BIDDER=

=LYNCH.

RECEIVED

REURTEL FS-4(1).

Charge to the account of _____ $ _____

CLASS OF SERVICE DESIRED			
DOMESTIC		CABLE	
TELEGRAM	X	ORDINARY	
DAY LETTER		URGENT RATE	
SERIAL		DEFERRED	
OVERNIGHT TELEGRAM		NIGHT LETTER	
SPECIAL SERVICE		SHIP RADIOGRAM	

Patrons should check class of service desired; otherwise the message will be transmitted as a telegram or ordinary cablegram.

WESTERN UNION

1217-B

A. N. WILLIAMS, PRESIDENT
NEWCOMB CARLTON, CHAIRMAN OF THE BOARD
J. C. WILLEVER, FIRST VICE-PRESIDENT

CHECK

ACCOUNTING INFORMATION

TIME FILED

Send the following telegram, subject to the terms on back hereof, which are hereby agreed to

WANT A REPLY?
"Answer by WESTERN UNION" or similar phrases may be included without charge.

SALEM, OREGON
AUGUST 31, 1942

W. H. LYNCH
DISTRICT ENGINEER
PUBLIC ROADS ADMINISTRATION
P. O. BOX 3900
PORTLAND, OREGON

RECEIVED
AUG 31 1942
FOR FILING

REQUEST CONCURRENCE IN AWARD TODAY OF CONTRACTS FOR ALKALI LAKE AND BOISE FLIGHT STRIPS BOTH TO C. A. DUER

R. H. BALDOCK

Dist
Contracts
Special
FS-4

Charge to the account of $

DOMESTIC		CABLE	
TELEGRAM		ORDINARY	
DAY LETTER		URGENT RATE	
SERIAL		DEFERRED	
OVERNIGHT TELEGRAM		NIGHT LETTER	
SPECIAL SERVICE		SHIP RADIOGRAM	

Patrons should check class of service desired; otherwise the message will be transmitted as a telegram or ordinary cablegram.

WESTERN UNION

1217-B

A. N. WILLIAMS, PRESIDENT
NEWCOMB CARLTON, CHAIRMAN OF THE BOARD
J. C. WILLEVER, FIRST VICE-PRESIDENT

CHECK

ACCOUNTING INFORMATION

TIME FILED

Send the following telegram, subject to the terms on back hereof, which are hereby agreed to

WANT A REPLY?
"Answer by WESTERN UNION" or similar phrases may be included without charge.

August 24, 1942

RECEIVED
AUG 24 1942
FOR FILING

G. A. DUNN
KLAMATH FALLS
OREGON

REYEL: NO ARRANGEMENTS MADE FOR CCC CAMP, ALKALI LAKE. FOR FURTHER INFORMATION CONTACT NICK MONTE, U.S. GRAZING SERVICE, BURNS.

C. B. McCULLOUGH

CLASS OF SERVICE

This is a full-rate Telegram or Cablegram unless its deferred character is indicated by a suitable symbol above or preceding the address.

WESTERN UNION

1201

(30)

A. N. WILLIAMS
PRESIDENT

NEWCOMB CARLTON
CHAIRMAN OF THE BOARD

J. C. WILLEVER
FIRST VICE-PRESIDENT

SYMBOLS

DL = Day Letter
NT = Overnight Telegram
LC = Deferred Cable
NLT = Cable Night Letter
Ship Radiogram

The filing time shown in the date line on telegrams and day letters is STANDARD TIME at point of origin. Time of receipt is STANDARD TIME at point of destination

RECEIVED
AUG 24 1942
FOR FILING

PRH48 9=KLAMATHFALLS ORG 24 922A

OREGON STATE HIGHWAY DEPT=

STATE OF OREGON

HAS ARRANGEMENT BEEN MADE FOR CCC CAMP ALKALI LAKE=

C A DUNN.

CCC ALKALI LAKE.

Nick Monte

THE COMPANY WILL APPRECIATE SUGGESTIONS FROM ITS PATRONS CONCERNING ITS SERVICE

RECEIVED
AUG 15 1942
FOR FILING

MONTANA
OREGON
WASHINGTON
FS 4

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

August 12, 1942

POST OFFICE BUILDING
PORTLAND, OREGON

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

P.S. & E. documents for Oregon FS-4, the Alkali Lake flight strip in Lake County, have today been recommended for approval, subject to final review and approval by the Commissioner of Public Roads. This is your authority for advertising.

Concurrence in award will be withheld until right of way easement has been secured or right of entry obtained.

Very truly yours,

W. H. LYNCH
District Engineer

RECEIVED
AUG 14 1942
STATE HIGHWAY COMMISSION

FS-2(1) Rome Flight Strip, I.O.N. 1942
Secon. Hwy.

#2603

STATE OF OREGON

MICROFILMED PUBLIC RECORD

(In accordance with the provisions of ORS 192.040 through 192.070)

*Name of Agency: Oregon Dept. of Transportation

Title of Record Series: Construction Contracts

Arrangement of Records: By Contract Number

Index:

INDEXING: Begins with: Contract# 2550 Ends with: Contract# 26023

FLASH CARDS: Begins every Contract

Remarks:

Reel No. 40 Reduction Ratio 21:1 Project No.

Camera: Name Bell & Howell Model File Master Film Recordak AHU. MICROFILM 1460

CAMERA OPERATOR'S CERTIFICATE

Certification: I hereby certify that I have on this 30 day of June, 19 80 photographed the documents appearing on this roll of film, that they are true copies of documents, found in the record file described above, and that the integrity of the above described record file has been maintained on the film by microfilming each document in the exact order in which it was found in the file - with the exception, if any, of documents omitted because of technical difficulties and/or by error, as indicated on the film in the cross-reference notes or retake certificate.

I hereby further certify that the microfilm on which these documents are recorded was procured as permanent film of the slow burning cellulose ester or polyester type known as safety photographic film, conforming to applicable standards of the American National Standards Institute; and that the processing conforms to the standards for permanent film; and that samples of film processed by this service are periodically tested.

Signature Heidi Rusten